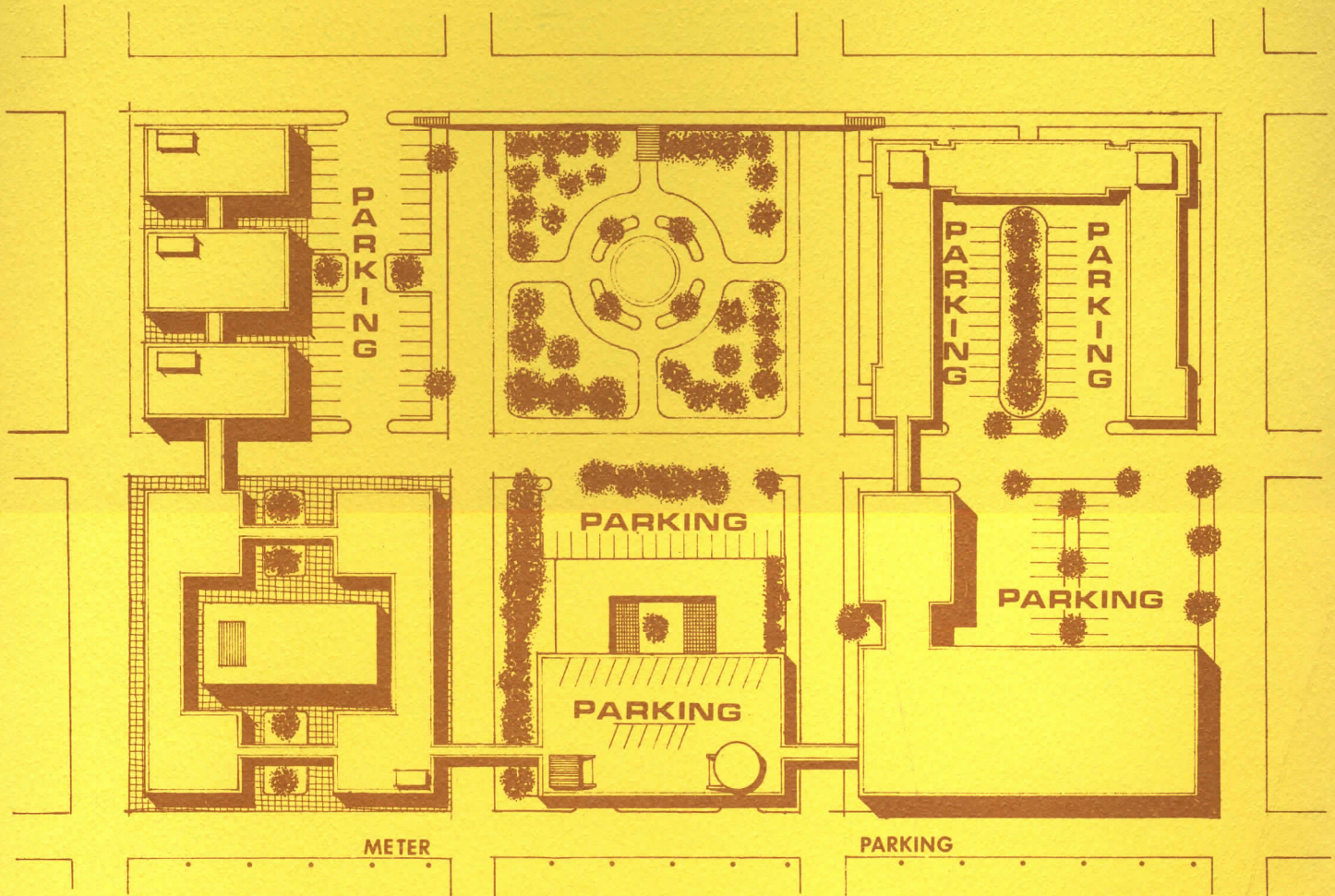


REGIONAL PARKING STUDY



PART 1

EXISTING

PARKING

SUPPLY

Prepared by

EAST-WEST GATEWAY COORDINATING COUNCIL

THE SAINT LOUIS AREA COUNCIL OF GOVERNMENTS

EAST-WEST GATEWAY COORDINATING COUNCIL

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REGIONAL PARKING STUDY

PART I: EXISTING PARKING SUPPLY

STAFF TECHNICAL REPORT

Prepared by

David B. Miller

EAST-WEST GATEWAY COORDINATING COUNCIL

The preparation of this report was financed in part through an urban planning grant from the Department of Housing and Urban Development under the provisions of Section 701 of the Housing Act of 1954, as amended.

March, 1969

TITLE: Regional Parking Study -
Part I: Existing Parking Supply

AUTHOR: David B. Miller

SUBJECT: Inventory of Existing Parking of
Fourteen Business Districts

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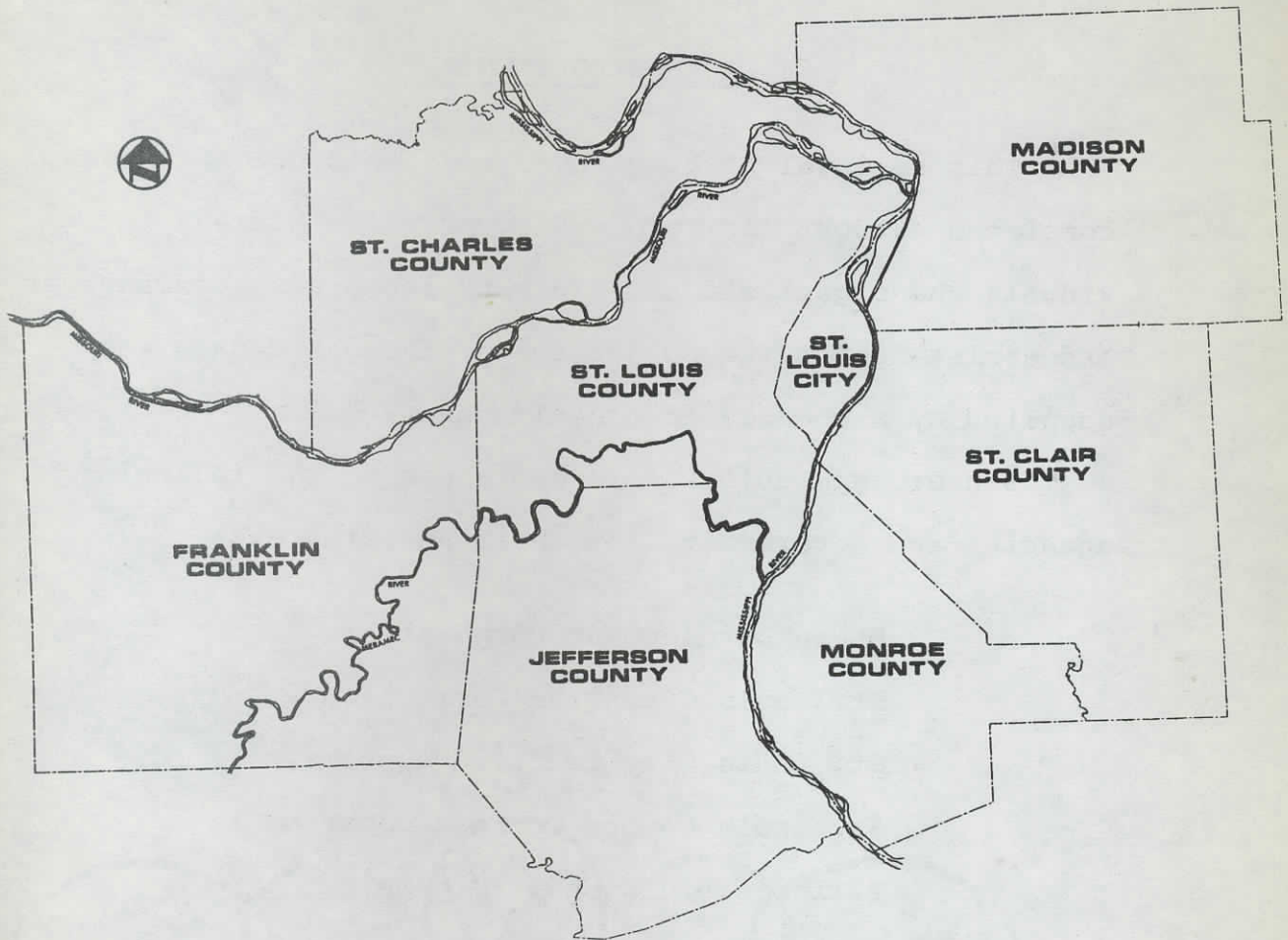
NUMBER OF PAGES: 106

ABSTRACT

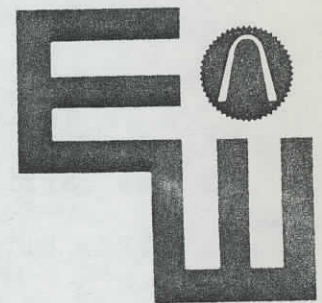
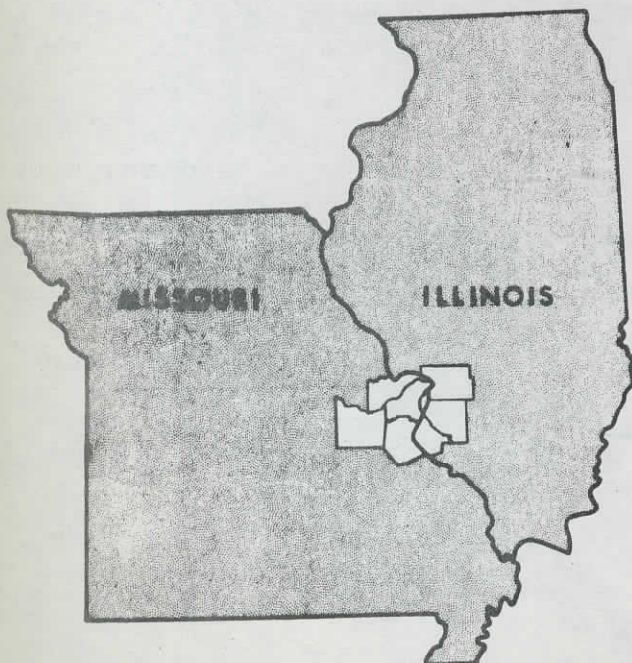
The Transportation Committee of the East-West Gateway Coordinating Council selected 15 business districts located within the St. Louis Metropolitan Area which have or will have a significant traffic and parking problem and should be included in a regional parking study. Part I of this study examines the existing parking supply of 14 business districts. The basic data for the Wellston Central Business District (CBD) was not available at this time.

This technical report presents the methodology applied in the collection of the basic parking data, including a description of two questionnaires that were used in the inventory. In addition, each business district is discussed with regards to the heavy or concentrated areas of parking and the rates charged for available off-street parking. Accompanying the discussion, there is a short summary of the inventory results. In the appendix, there is a block map of each CBD and the basic data is summarized by block, zone, and CBD.

EAST-WEST GATEWAY COORDINATING COUNCIL STUDY AREA



REGIONAL LOCATION



ACKNOWLEDGEMENTS

This regional parking inventory could not have been completed without the help and cooperation of many individuals and organizations. In many instances the manpower and assistance in the collection of the basic data was supplied by a cooperating local agency.

Sincere appreciation is expressed to the following agencies and governments for their assistance:

Human Development Corporation
St. Louis City Plan Commission
St. Louis City Traffic Department
St. Louis County Traffic Department
Illinois Division of Highways
Southwestern Illinois Metropolitan
Area Planning Commission
City of Belleville
Collinsville Chamber of Commerce
Granite City Police Department

The Council staff work on this regional parking inventory was carried out under the direction of Clyde E. Sweet, Jr., P.E., Director of Planning. In addition, all graphics were prepared by the Graphics Director, Elmer Davidter, with the able assistance of Lee Harris.

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17.	" " Collinsville CBD	89
18.	" " East St. Louis CBD	92
19.	" " Edwardsville CBD	97
20.	" " Granite City CBD	100
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I INTRODUCTION

"Everyone in the modern city at one time or another has become keenly aware of the 'parking problem'." ^{1/}
As more and more people rely on the automobile, the demands for parking are increasing wherever people congregate. These demands are most prevalent in the Central Business District (CBD).

The CBD is the heart of any community. Within it are located major retail stores, offices, and hotels which rely upon the whole community for their patronage or use. The function that the CBD plays as a specialized center makes it essential that it be an area where it is easy for vehicular traffic to circulate and park, convenient to shop, and efficient to carry on business. Downtown parking is a vital community concern because of its important function in relationship to the economic activities that generate the movement of goods and people.

PURPOSE AND SCOPE

The need to study the "parking problem", particularly in the CBD, emanates from the estimated one million vehicles in the St. Louis Metropolitan Area. In addition, one phase

^{1/} Smith, Wilbur, and Associates, Parking in the City Center. Prepared for the Automobile Manufacturers Association. (New Haven, May, 1965), 1.

of the comprehensive transportation planning process required by the 1962 Federal-Aid Highway Act 2/ is an inventory and analysis of terminal facilities. Some of the requirements regarding parking are described as follows:

The inventory should cover parking facilities both at the curb and in off-street garages and lots... In addition, information on parking rates... will be useful. Estimates should be made of the future requirements for parking facilities in critical areas. Parking estimates should be consistent with forecasts of vehicle trip ends in a given area.

The East-West Gateway Coordinating Council, acting as the regional planning agency for the St. Louis Metropolitan Area, has undertaken to coordinate a regional parking inventory. Two of the Council's functions are:

- 1) To provide a continuing comprehensive transportation planning process for the Metropolitan St. Louis Area in cooperation with the States of Missouri and Illinois and local communities therein...

2/ U. S. Laws, Statutes, etc., Federal-Aid Highway Act of 1962. Approved October 23, 1962. (Public Law 866, 87th Cong.; Washington: U. S. Government Printing Office, 1962). (76 Stat 1145).

2) To undertake and coordinate studies, collect data, develop regional plans and programs for the St. Louis Metropolitan Area and engage in such other activities as may be necessary or desirable for the solution of the Metropolitan problems of the St. Louis Metropolitan Area... Thus, the parking inventory became a part of the Council's work program.

The Transportation Committee of the East-West Gateway Coordinating Council selected fifteen business districts (Table I) from within the St. Louis Metropolitan Area which they felt have or will have a significant traffic and parking problem and warranted inclusion in a regional parking study. The fifteen critical parking areas are identified by number and location within the St. Louis Metropolitan Area (Figure 1).^{*} The basic data for the Wellston CBD, No. 8 on the regional map, was not available. If the inventory data on Wellston becomes available at a later time, it will be relatively easy to include the CBD in the Council's studies. The Lambert St. Louis Metropolitan Airport is not shown as a critical parking area in the inventory since this parking analysis is being done under another work element in the Council's program.

The parking inventory was carried out with certain restrictions on:

1. The amount of staff time available
2. The amount of money available
3. The amount of data collected

^{*} The block map of each CBD is located in the Appendix.

The work program of the Council to perform the parking inventory was limited in both staff time and money. Therefore, a comprehensive parking inventory for each area, as outlined in the Procedure Manual ^{3/} of the Bureau of Public Roads, was not feasible. The Council staff believes that detailed parking studies are the responsibility of individual local jurisdictions. The role of a regional agency is to provide sufficient information to determine the existing problems and to forecast future needs for parking.

The basic data that was collected also was limited in scope. The inventory consisted mainly of collecting data on the number of on-street meters and public and employee off-street parking spaces. No metered on-street parking was inventoried in the St. Louis CBD, since it is possible that very little, if any, on-street parking will be permitted by the year 1990 due to the heavy traffic volumes. In addition, no inventory was done on the meters in the business districts of Lemay, Missouri and Wood River, Illinois since all on-street parking is free. The inventory was limited to just public and employee off-street parking because an inventory was required for those spaces which would be available during the time of peak parking demand.

^{3/} National Committee on Urban Transportation. Conducting a Comprehensive Parking Study. Procedure Manual 3D.
Chicago: Public Administration Service, 1958.

TABLE 1
AREAS FOR PARKING CONSIDERATION

MISSOURI

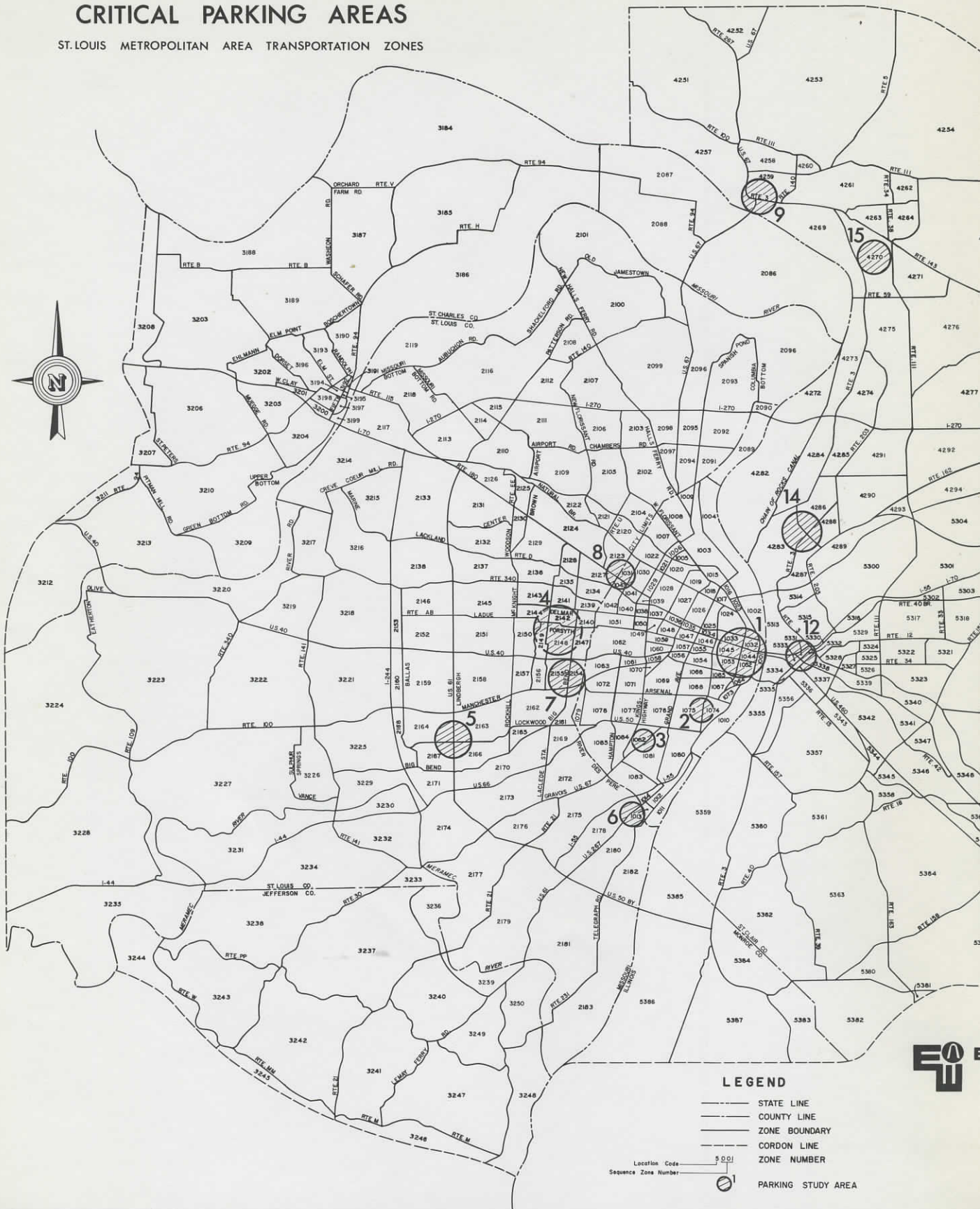
- 1) St. Louis City - CBD (Central Business District)
- 2) St. Louis City - Cherokee Area
- 3) St. Louis City - Gravois - Morgan Ford Area
- 4) Clayton - CBD
- 5) Kirkwood - CBD
- 6) Lemay - CBD
- 7) Maplewood - CBD
- 8) Wellston - CBD

ILLINOIS

- 9) Alton - CBD
- 10) Belleville - CBD
- 11) Collinsville - CBD
- 12) East St. Louis - CBD
- 13) Edwardsville - CBD
- 14) Granite City - CBD
- 15) Wood River - CBD

CRITICAL PARKING AREAS

ST. LOUIS METROPOLITAN AREA TRANSPORTATION ZONES



LEGEND

- STATE LINE
- COUNTY LINE
- ZONE BOUNDARY
- CORDON LINE
- ZONE NUMBER

Location Code
Sequence Zone Number

PARKING STUDY AREA

II PARKING DEFINITIONS

Within this report, certain parking terms are employed and this chapter defines these terms as they are utilized by the Council staff in the regional parking studies.

Parking Supply: The number of parking spaces that are legally available for parking.

Parking Demand: The need for parking space as indicated by the destinations of the drivers parking in the CBD; expressed in spaces.

Parking Facility: A curb, lot, or garage intended for vehicle parking.

On-Street Parking: Parking that is limited to within the width of a street, along the curb of a street; it may be metered; it may be free with restrictions on time, such as during rush hour traffic, or on use, such as reserved parking; or it may be free and completely unrestricted without regard to time and use.

Off-Street Parking: Parking that lies within a block, clearly set apart from on-street parking; it may be in the form of a garage or lot.

In general, there are two types of off-street parking: public and private.

1) PUBLIC PARKING (LOTS AND GARAGES)

- A. City-owned - free/charge
- B. Commercial - charge

Public parking facilities are those which are open to the general public, usually with no restrictions. One type of public parking is the city- or municipally-owned lot or garage. This type of parking can be on a free or charge basis and may be restricted by a time limit on use. The other type of public parking is the commercial lot or garage. These are usually privately owned parking facilities which charge for their use. The St. Louis CBD parking facilities are almost entirely made up of commercial lots and garages.

2) PRIVATE PARKING (LOTS AND GARAGES)

- A. Employee - free/charge
 Informal - free
- B. Customer - free/charge
- C. Residential - free/charge
- D. Strictly private - free/charge

Private parking facilities are those which are privately owned and restricted in some way to limit use by the general public. The first type of private parking is the employee parking area. This type of parking is usually found in the garage of an office building or as an adjacent lot. The company may charge a reduced rate or supply parking free. Informal parking is defined as parking on off-street areas (not established lots) such as front lawns, between buildings, behind stores, on vacant lots, or at any other place not listed in the inventory. Informal parking is classified under private

parking since usually this parking area is on privately owned land. Informal parking is listed under employee parking since the majority of people who use the space are employees. The land may be owned by some company and used by its employees to park on even though the area may not be paved and is in poor condition.

The second type of private parking is customer parking. Again, this is privately owned and is restricted to patrons of a particular business or service. It is normally free to customers; however, in some cases the owners may charge a reduced rate to customers if the store is in a core area. Typical of this type of facility are the garages of the Famous-Barr and Stix Baer & Fuller department stores in downtown St. Louis.

The third type of private parking is residential parking. This parking is usually supplied to tenants of large apartment complexes, since very rarely would there be low density housing in a Central Business District.

The last type of private parking is called strictly private or reserved parking. This would include those places designated specifically for certain individuals or groups.

Available Off-Street Parking:

As used in the regional parking inventory, all public and employee off-street parking, unless the parking is restricted by a time limit.

III COLLECTION OF THE BASIC DATA

The basic data collected consists of on-street metered parking and public and employee off-street parking. Also included in the inventory of off-street parking were the parking rates, if any, charged by each facility.

The steps involved in the collection of the basic data were as follows:

- 1) Definition of the CBD boundaries.
- 2) Preparation of a map showing the blocks within the CBD, including also the block numbers and zone boundaries.
- 3) Placement of the basic data on the maps or questionnaires (explained below)
- 4) Summarization of the basic data by block, zone, and total CBD.

The CBD boundaries or limits were determined from specific reports, maps, and local agencies. The maps which showed the blocks within the CBD were either prepared by the local agencies or the Council staff. The capacity of each off-street facility within each block was marked on the CBD maps. In addition, the number of on-street meters was marked for each block face. More detailed off-street parking information was obtained for Clayton, St. Louis, and East St. Louis.

The Public Works Department of the City of Clayton has a plan for the Clayton CBD. ^{4/} Parking information was extracted from this report, including all the types of public and private parking. The Council made spot checks of the data and collected parking rate information. For St. Louis and East St. Louis a parking questionnaire was used to obtain the detailed off-street parking. These questionnaires were used due to the large number of blocks and parking facilities within each CBD. After all the basic data had been collected either on the maps or questionnaires, the information was then summarized.

The St. Louis questionnaire (Table 2) was used for every parking facility within each block, and any data collected on a particular facility remains confidential. The questionnaire was used in conjunction with a map of the St. Louis CBD to make sure the correct block number was obtained. The location of the parking facility was described by either its address or block number; and the type of parking facility and the number of floors if the facility was a garage was noted. The first three items were visually determined. Additional information usually had to be obtained by interviewing an attendant who worked at the lot or garage or by contacting the owner of the facility. The hours of operation were obtained in order to give information as to whether the facility could be used by workers, shoppers, for sports events, etc.

^{4/} This unpublished report is the property of the City of Clayton, May, 1967

One of the main interests of the whole survey was to obtain the capacity of the parking facilities. This was the number of cars that could be reasonably parked in the facility. The number of spaces were either counted or obtained from the attendant or owner. The parking area information (square footage of available parking) has not been used as yet and was difficult in most cases to obtain. The final items on the questionnaire relate to parking rates, including hourly, weekly, and monthly rates, where applicable. Since the majority of parking facilities in the St. Louis CBD are commercial, this questionnaire worked out well. Where there were other types of off-street facilities, they were noted on the bottom of the questionnaires.

In the East St. Louis CBD, the types of off-street parking were more varied. The East St. Louis questionnaire (Table 3) was used with a map of East St. Louis. As with the St. Louis CBD, a questionnaire was used for every parking facility within each block. The block number was taken from the map and recorded for each facility. The on-street meters were also counted and recorded. Next, the type of parking was checked, and the capacity was found by counting available spaces or asking an attendant. The rates were the next item and were filled in when relevant. The last item concerned any comments about the basic data being collected.

The two previously discussed questionnaires were used to give a more detailed idea of the off-street parking within each of these areas. Since there were many blocks which had more than one parking facility, usually charging different rates, these questionnaires provided a good means of collecting the data.

All the basic data was transferred to summary sheets. The first summary sheet (Table 4) was used for all of the areas other than St. Louis, East St. Louis, and Clayton. The data may be summarized by block, by zone, and by CBD. The zone number designates the transportation zone which includes the blocks under consideration. The fifteen critical areas are part of some sixty zones in the region. The off-street spaces on this questionnaire represent the total of all public and employee parking within a certain block.

The second summary sheet (Table 5) was used for St. Louis, East St. Louis and Clayton where more detailed information on off-street parking was collected. This summary sheet is the same as the one in Table 4 except that the off-street parking is broken down into individual categories.

The summary sheets show the basic data in its final form. The data may then be used in further analysis where it will be studied in relation to the demand for parking in each critical area.

IV

DISCUSSION OF THE BASIC DATA FOR EACH BUSINESS DISTRICT

This chapter discusses the highlights of the inventory of each business district. Included is a short background of the city or area, a discussion of the heavy or concentrated areas of parking and the rates charged for available off-street parking, and a zone summary of the data. The tables of the basic data by block and a block map of each business district are included in the Appendix.

Background

St. Louis was founded on February 14, 1764 by Pierre Laclede. St. Louis earned its name early as the Gateway to the West. Located at the meeting place of the Missouri and Mississippi Rivers, and in the geographic heartland of the nation, St. Louis saw the beginnings of the great westward expansion which began with the acquisition of the Louisiana Territory.

The growth of St. Louis was spectacular. St. Louis met head-on every phase of national expansion: exploration, trade, the steamboat era, the railroad boom, two gold rushes, foreign immigration, Indian wars, pestilence, the western action of the War of 1812, the Civil War, and the great new development of industry, commerce and western settlement that followed.

The residential area of the city grew westward from the river, fanning out to the north and south. Lindell Boulevard from Grand to Kingshighway was once the location of some of the finest city homes. Within recent years most of these have given way to commercial buildings and high-rise apartments.

The first business enterprise, other than fur trading, was the essential one of milling. The name Mill Creek Valley, so prominent now in the urban redevelopment, is a carryover from the earliest commercial venture. Industry

branched out to include breweries, meat packing houses, metal foundries and factories.

The city remains unusually diversified in its lines of production, a circumstance which apparently cushions the economy against severe hardship in the event that one major industry runs into a period of decline. Among leading industries are chemicals, automobiles, transportation equipment, aircraft and spacecraft manufacture, steel production, and the production of electronic equipment.

The changing economic needs of 200 years gradually moved the business center westward and St. Louis had turned its back on the river, but now a great reversal is occurring. St. Louis is rediscovering the Mississippi River.

The St. Louis riverfront is an appropriate place for a national monument, having witnessed more history than any other single spot in the vast middle section of the American continent.

Construction of the \$32,000,000 Gateway Arch on the downtown riverfront has sparked a massive program of urban renewal. St. Louis is in the midst of the most ambitious downtown redevelopment program of any urban area in the nation, shaping a city skyline which should be one of the most distinctive in the world.

Discussion

The St. Louis CBD (Figure 2) was the largest business district inventoried and contained over 250 blocks. This

was one of the main reasons a questionnaire was used for each facility instead of noting the parking facilities on the map. Some blocks had more than one facility within the block and trying to place them on a small map would have been futile.

The St. Louis City Plan Commission has defined the St. Louis CBD area as follows: Poplar to Carr, the Mississippi River to 18th. However, the Council staff felt that the western boundary should be extended to 21st street for parking purposes to accommodate potential expansion. The extended area includes parking in the area of Union Station.

The off-street parking for the St. Louis CBD was inventoried for every facility. However, due to disclosure problems the data was summarized not by block, but by sector or sub-zone. Each sector contains anywhere from two to nine blocks. The sector numbers appear on the overlay of the St. Louis CBD with the blocks they include shown below. The rates for the off-street parking are weighted averages. These rates are calculated for the lots which charge by multiplying their capacity by their one-hour, three-hour and nine-hour rates. The total capacity of all the pay lots within that sector is divided into the total of the one-hour, three-hour and nine-hour rates. This then is the average weighted cost to park in that sector. The rates are weighted according to the capacity of the lots and not merely averaged.

Sector 1 in zone 1 contains parking along the levee and the large lot located by the Gateway Arch. Even though this lot is used by visitors to the Arch, many people do use it to park all day, apparently during work.

Zones 32 and 33 on the north end of the CBD are part of the area designated as the DeSoto-Carr Urban Renewal Area. The parking situation in this area could change dramatically as the area is rehabilitated. These two zones provide, at present, over 4,600 available off-street spaces. A great majority of these spaces are used by people who work in adjacent zones 44 and 45 where parking is not sufficient to accommodate the number of people destined for those zones.

Zones 44 represents the core area of the St. Louis CBD. Here is located the major stores and businesses of the St. Louis CBD. There are provisions for 11,476 available off-street spaces within this zone, but they are not enough to accommodate the number of people destined to this zone. The traffic generated is somewhat relieved by multi-story garages, since the off-street lots are not able to handle the influx. Almost all of the 2,405 off-street spaces in sector 17 are accounted for by two garages.

Zone 45 contains much of the industrial activity along Washington Avenue. Almost one-third of all employee parking in the St. Louis CBD is located within this zone.

Zone 52 ranks second only to zone 44 in the number of available off-street spaces. Almost 5,000 of the 9,261 commercial spaces result from just two garages; each is located on either side of Busch Stadium in sectors 42 and 45. Zone 52 also acts as suppliers of parking to the people who work in zone 44.

Zone 53 is a zone that houses most of the city employees that work downtown. Sector 49 which includes City Hall provides 350 metered off-street parking spaces.

St. Louis CBD has a total of 36,439 available off-street spaces. This total represents almost 72% of all available off-street parking of the fourteen business districts actually inventoried.

Table 6 shows the average weighted parking rates for the zones within the St. Louis CBD. These figures were calculated the same way for the zones as for the sectors except that the weighted averages were only used on available off-street facilities and not on all the types of off-street parking. Zone 44 was, on the average, the most expensive zone for parking. This is logical since the zone is considered the core area of the St. Louis CBD.

ZONE SUMMARY OF THE PARKING INVENTORY

<u>Zone</u>	<u>Metered On-Street*</u>	<u>Available Off-Street</u>
1	--	1,620
2	--	715
32	--	2,895
33	--	1,712
44	--	11,476
45	--	4,429
52	--	9,884
53	--	<u>3,708</u>
Total CBD	--	36,439

TABLE 6

AVERAGE WEIGHTED PARKING RATES

ST. LOUIS CITY CBD

<u>Zone</u>	<u>1 Hour</u>	<u>3 Hours</u>	<u>9 Hours</u>
1	\$0.68	\$0.72	\$0.72
2	0.35	0.35	0.35
32	0.37	0.59	0.73
33	0.37	0.53	0.54
44	0.40	1.01	1.58
45	0.39	0.66	0.87
52	0.38	0.66	0.93
53	0.56	0.63	0.75

*Data not collected.

Background

This is an area that is located in south St. Louis City. It is in an old neighborhood of German background that has relied on its commercial activity for many years. Cherokee Street is lined with many discount stores and retail establishments.

Discussion

The St. Louis City Traffic Department determined the length of the Cherokee business area (Figure 3). The business area extends along Cherokee Street from Indiana to Pennsylvania.

The three off-street parking lots in adjacent blocks 1514 and 1515 of zone 75 account for almost 75% of the total available off-street parking. All three lots are pay facilities, two being metered and the other charging \$.25 per day. The remainder of the off-street facilities are either free to the employee or to the public. The metered on-street spaces are fairly well distributed by block within the Cherokee area. This business area is one of the few areas where the metered on-street parking spaces outnumber the available off-street spaces.

ZONE SUMMARY OF THE PARKING INVENTORY

<u>Zone</u>	<u>Metered On-Street</u>	<u>Available Off-Street</u>
74	27	32
75	205	171
TOTAL AREA	232	203

Background

This area is also located in south St. Louis City. The area is marked by the site of the Bevo Mill. This real Dutch Mill was brought to St. Louis from Europe and has been at its present location on Gravois Road for many years. The Mill is situated near the intersection of Gravois, Morgan Ford, and Delor streets which is reported to be one of the busiest intersections in the city.

Discussion

The boundaries of the Gravois-Morgan Ford Area (Figure 4) were also determined by the St. Louis City Traffic Department. The two main streets, Gravois and Morgan Ford, cross each other in an "X" design. Most of the parking and business is along the Gravois section of the area. There are parking lots for off-street parking in that area but most of it is customer parking and, therefore, not available off-street parking.

The largest off-street facility is an employee lot for a bread company located at the very end of the business area in block 5486 of zone 81. Other than this large lot, there is not another block with any sizeable off-street facility. The metered on-street parking, like the Cherokee area, is fairly well disbursed among the blocks with no one block having more than fourteen meters.

ZONE SUMMARY OF THE PARKING INVENTORY

<u>Zone</u>	<u>Metered On-Street</u>	<u>Available Off-Street</u>
81	90	115
82	85	123
TOTAL AREA	175	238

of the City of Clayton has on file. ^{5/} The report defined the CBD limits and contained a thorough parking analysis for the area. The report also had maps which showed all the parking facilities in the Clayton CBD. Since both public and private off-street facilities were listed, they were all used in the survey. No strictly private parking was shown. The maps also had information on the number of on-street meters per block. The report did not include rates for the off-street facilities, so the commercial facilities had to be field checked. The rate charged for many of the facilities was usually a monthly charge. This was in contrast to the St. Louis CBD where the rates were usually hourly or daily.

Zone 149 has the most substantial number of parking spaces in the CBD. It comprises 80% of the total of city-owned and commercial spaces. Every block in this zone has a large number of parking spaces. The next largest zone was zone 144 which was high in both employee and commercial off-street parking. Although customer parking was not considered as available off-street parking, it should be noted that the Clayton CBD does have 3,392 off-street spaces designated for customer parking. Zones 144 and 149 also contain almost 90% of all metered on-street parking. Clayton has a high number of on-street meters with 1,069. Zone 149 is saturated with meters

^{5/} ibid. p. 13.

every block having at least 25 meters. The main concentration of meters occurs in blocks 5552 and 5553 with 72 and 87 meters, respectively.

Average weighted parking rates (Table 7) were also developed for Clayton. Since many of the off-street facilities charged by the month, the average weighted parking rate included monthly rates in the computations. The monthly rates were broken down into hourly rates, dividing the monthly cost by the number of hours in a month. Anybody could park anywhere in the Clayton CBD for 9 hours and, on the average, not have to pay more than \$1.00. Zone 148 was not included because there were no off-street facilities that charged to park.

Zone Summary of the Parking Inventory

<u>Zone</u>	<u>Metered On-Street</u>	<u>Available Off-Street</u>
142	43	274
144	415	1,875
148	19	370
149	520	4,413
150	72	982
TOTAL CBD	1,069	7,914

TABLE 7

Average Weighted Parking Rates

CLAYTON CBD

<u>Zone</u>	<u>1 Hour</u>	<u>3 Hours</u>	<u>9 Hours</u>
142	\$0.08	\$0.22	\$0.68
144	0.19	0.56	0.92
149	0.25	0.56	0.84
150	0.54	0.54	0.54

NO. 5 KIRKWOOD CBD

Background

In 1853, Kirkwood was founded by a committee seeking a healthful and convenient site for suburban living. It maintained its link with its parent city, St. Louis, through a railroad, then known as the Pacific line. By 1883, Kirkwood's population was estimated at 2,000, and the thriving community's needs were served by a few small stores, two lawyers, and two doctors. Now stores and offices line either side of Kirkwood Road.

Kirkwood, for all its growth and its modern facilities, has maintained its own original character throughout the years. Large, rambling, country-style houses with huge shade trees and spacious lawns, lend an atmosphere of serenity and timelessness to this suburban community.

Discussion

The St. Louis County Traffic Department defined the Kirkwood CBD (Figure 6). The CBD extends from Monroe to Bodley along Kirkwood Road.

The Kirkwood CBD is endowed with a large amount of off-street parking. However, the majority of the parking is geared to the shopper. There are a few large public off-street lots but they are restricted in use to 1 or 2 hours. Therefore, they cannot be counted as available to a worker who would want to park there all day. In

addition, within the CBD, there are some large department stores, grocery stores, and banks. Large lots usually accompany each one, but again these cannot be counted as available off-street parking. A small amount of parking was counted as being used by employees of each store since they probably park on the same lot as the customers. The largest amount of available off-street parking occurs in zones 164 and 167 on the west side of Kirkwood Road. All off-street facilities within the CBD are free. The main concentration of the metered on-street parking is in the four blocks encompassing the intersection of Jefferson and Kirkwood; these four blocks account for 64% of the total metered on-street parking.

ZONE SUMMARY OF THE PARKING INVENTORY

<u>Zone</u>	<u>Metered On-Street</u>	<u>Available Off-Street</u>
163	12	50
164	0	165
166	64	86
167	96	154
TOTAL CBD	172	455

NO. 6 LEMAY CBD

Background

Lemay is one of the oldest communities in St. Louis County. It is the site of the historic old Army Post, Jefferson Barracks. Through its gates have passed such famous men as John Quincy Adams, Zachary Taylor, Jefferson Davis, Abraham Lincoln, Robert E. Lee, and Ulysses S. Grant.

The area comprising Lemay is the combination of six smaller communities. They were predominantly composed of Germans which had settled during the 1830's. From these six little communities grew one of the largest unincorporated areas in the United States.

Discussion

The boundaries of the Lemay CBD (Figure 7) were established by the St. Louis County Traffic Department. The CBD is centered along Lemay Ferry Road which is a narrow four-lane road with limited parking permitted on both sides of the street.

There is little available off-street parking within each block. However, there is one large lot of 100 spaces in block 6209 of zone 178 that is unrestricted in use and is considered as available off-street parking, but it is located at the edge of the CBD and limited in its usefulness. All the off-street parking in the CBD is free. In addition, Lemay has no metered on-street parking. All the on-street parking is free, but is restricted to one hour parking.

ZONE SUMMARY OF THE PARKING INVENTORY

<u>Zone</u>	<u>Metered On-Street</u>	<u>Available Off-Street</u>
178	-	160
180	-	101
TOTAL CBD	-	261

Background

Since Maplewood's incorporation in 1908, the city has grown and its business had expanded until Manchester Road, now Boulevard, has become a metropolitan thoroughfare lined with shops and businesses of all kinds. While Manchester Boulevard, Maplewood's main artery, and Sutton Avenue, which intersects it in the heart of the city, are visible evidence of the business prosperity enjoyed by the municipality, Maplewood has remained essentially a suburban home community. The community has enjoyed a healthy, well-rounded growth and development both residentially and industrially, and is in this respect typical of today's American suburban communities.

Discussion

Unlike some of the other cities in which the main activity is centered along one street, Maplewood's CBD (Figure 8) is spread out over many streets. The CBD was also defined by the St. Louis County Traffic Department.

The Maplewood CBD, similar to Kirkwood, provides large city-owned lots, but they are restricted to four hours of parking. These lots are usually patrolled by the police so they are not available for all-day parking. Within zone 154 the only large available off-street facility

was the pay lot in block 6136. Almost 75% of the off-street parking in zone 161 was in the wedge between Manchester and the city limits in blocks 6148, 6148A and 6149. The metered on-street parking was located mainly along Manchester Road with a total of 49 in blocks 6140 and 6141 of zone 154 and 36 in block 6148 of zone 161.

There were two off-street facilities which charged for their use. The lot in zone 154 cost \$.15 the first hour and \$.10 each additional hour. The facility in block 6148A of zone 161 cost \$.25 per day.

ZONE SUMMARY OF THE PARKING INVENTORY

<u>Zone</u>	<u>Metered On-Street</u>	<u>Available Off-Street</u>
154	114	114
161	178	256
TOTAL CBD	292	370

NO. 8 WELLSTON CBD

Background

The name Wellston has long been applied to the district lying just west of the St. Louis limits from Olive Street Road to North Market Street, but it is only since 1949 that there has been a City of Wellston. Named for the father of public transportation in St. Louis, Erastus Wells, Wellston has from its earliest days been a transportation hub for the entire suburban area. Proud of its record as a relatively new city, Wellston combines its historic associations with its modern outlook and offers a busy and diversified commercial center serving many of the surrounding suburban communities. In addition, there are some large industries, such as Wagner Electric and Curtis Manufacturing Company, located within Wellston.

Discussion

The survey data was not available for the Wellston CBD. However, the Council will develop the parking demand from the Origin-Destination information for the zones covering the Wellston CBD. If the inventory data on Wellston becomes available at a later time, it will be relatively easy to include the CBD in the Council's studies.

Background

The city of Alton was incorporated in 1837. Although Alton is a part of the St. Louis Metropolitan Region, it is a relatively self-contained community. The city has had a stable growth based on diversified industrial activity and is regarded as a desirable residential area due to its location and proximity to other parts of the Metropolitan Region. Alton has had a strong commercial district since its early days and is now the major retail center of Madison County.

Discussion

The Alton CBD limits (Figure 9) were taken from a report by Harland Bartholomew and Associates. ^{6/} Since this report was done in 1961, the parking information in it was not used. The Alton CBD is formed in an "L" shape with the main sections centered along Broadway and Piassa Streets.

Available off-street parking in the Alton CBD is not distributed evenly. The greatest amount of off-street parking occurs in zone 257 with the concentration of parking spaces in blocks 20, 21, 168 and 7204. The next largest off-street facility is adjacent to City Hall in block 180 of zone 259. The total of 719 on-street meters is a relatively high number for an area

^{6/} Bartholomew, Harland, and Associates. The Comprehensive Plan: Alton, Illinois, March, 1961.

the size of Alton. It is second in number of parking meters only to Belleville on the Illinois side of the river. The majority of all the on-street metered parking lies along Broadway and Piassa.

Within the CBD, three out of the seven pay lots are metered. The most anyone would pay for all-day parking would be \$.75 in block 183 in the center of the CBD.

ZONE SUMMARY OF THE PARKING INVENTORY

<u>Zone</u>	<u>Metered On-Street</u>	<u>Available Off-Street</u>
257	254	456
259	402	229
269	63	30
TOTAL CBD	719	715

Background

Belleville was incorporated as a city in 1819, although the area had been settled some years before. The city has long been a major commercial center for a wide-spread trade area. Early industrial plants, including a number of extensive brick kilns, have given way to modern industrial operations. In recent years the city has grown rapidly as a quality residential suburb for persons employed in St. Louis and East St. Louis. Belleville will probably remain the principal trade center for the eastern portion of St. Clair County. At least a portion of new growth will likely occur in the downtown Central Business District, but the composition of the city strongly indicates further development of outlying shopping centers.

Discussion

The Central Business District of Belleville (Figure 10) is centered around the public square located at the intersection of Main Street and Illinois Avenue (Ill. 159). The CBD boundaries were taken from a map prepared by the Illinois Division of Highways.

The CBD of Belleville encompasses parts of seven zones. The bulk of the parking is carried by zones 367, 369, 370 and 373 with zone 369 having the most metered on-street and available off-street spaces.

All the larger off-street lots in the CBD are either city-owned or commercial. These lots are situated around the square (all except one are within two blocks of the square). The metered on-street parking is quite heavy near the square with 19% of the total metered on-street parking located on the four blocks surrounding the square. Belleville ranks third in the region in the number of metered on-street spaces, falling only behind Clayton and St. Louis. Of the eight pay lots located in the CBD, three are metered and charge \$.05 per hour. Parking at four other lots costs \$.25 per day. The most expensive lot for off-street parking is located in block 6657 of zone 373 which charges up to \$1.05 per day.

ZONE SUMMARY OF THE PARKING INVENTORY

<u>Zone</u>	<u>Metered On-Street</u>	<u>Available Off-Street</u>
366	7	20
367	129	100
369	284	197
370	134	184
373	176	152
374	50	91
375	3	0
TOTAL CBD	792	744

NO. 11 COLLINSVILLE CBD

Background

Collinsville was founded in 1817, and soon grew to be a prosperous mining and industrial center. However, in recent years much of the industrial activity has left the city and the city has become primarily a residential and commercial center. Some rather extensive commercial establishments exist outside the city limits as well as in the downtown area. Downtown Collinsville serves a major trading area and has historically been an important retail center.

Discussion

The Collinsville CBD (Figure 11) is made up of parts of three zones. The CBD boundaries were determined with the assistance of the City of Collinsville and the Southwestern Illinois Metropolitan Area Planning Commission.

Zones 306 and 319 account for almost all of the metered on-street and available off-street parking in the CBD. Collinsville relies more heavily on its on-street parking than its off-street facilities as evidenced by a much greater number of on-street meters than off-street spaces. There are only two pay lots in the whole CBD and they are both metered. Blocks 4822 in zone 306 and block 4825 in zone 319 account for over 60% of all the off-street parking.

The metered on-street parking is fairly well distributed throughout the CBD with adjoining blocks 4827 and 4831 having 31 and 42 meters respectively.

ZONE SUMMARY OF THE PARKING INVENTORY

<u>Zone</u>	<u>Metered On-Street</u>	<u>Available Off-Street</u>
306	171	112
309	58	8
319	145	118
TOTAL CBD	374	238

NO. 12 EAST ST. LOUIS

Background

From the early beginning of settlement in the St. Louis region, the East St. Louis area has been continuously populated. Earliest known settlement of this land was in 1765, and the community gradually grew into the City of East St. Louis. However, it was not incorporated until 1859. Today, East St. Louis is a city of about 80,000 persons and the largest city in Southern Illinois. East St. Louis and the cities that adjoin it form a large, urban area of more than 100 square miles, encompassing considerable industrial and commercial activity. In the past few years, a considerable number of employees in east-side industrial plants have been Missouri residents. Similarly, large numbers of Illinois residents daily cross the Mississippi River to and from employment centers. This adds considerably to the existing levels of congestion, particularly throughout the downtown area.

The original purpose for the founding of East St. Louis was the establishment of a trading and commercial center on the River. The growth of transportation facilities and the abundance of raw materials soon led to the development of an industrial center. Today, East St. Louis and its neighboring communities are the centers of such diverse industries as chemical, manufacturing, grain milling, stock yards, and many others.

Discussion

The East St. Louis CBD (Figure 12) is composed of parts of seven zones. The CBD was defined from a report by David J. Johnston and Associates. ^{7/}

Available off-street parking is not evenly divided within the East St. Louis CBD. Zone 333 has 95% of all city-owned parking spaces and over 82% of all available off-street spaces. The total number of city-owned spaces (1,189) within the CBD represents the largest number of all the business districts studied. Compared with Clayton and St. Louis, the East St. Louis CBD, has very few commercial spaces. However, East St. Louis does have a large number of off-street spaces set aside for customer parking. The metered on-street parking is concentrated along either side of Collinsville Avenue and along Illinois Avenue.

All of the pay facilities within the CBD charge \$.25 per day. This rate is considerably less than one would find in the Clayton or the St. Louis CBD. An average weighted parking cost for off-street spaces was not developed for East St. Louis due to the low number of commercial facilities.

^{7/} Johnston, David J., and Associates. Traffic Operations Plan for East St. Louis Central Business District. June, 1964.

ZONE SUMMARY OF THE PARKING INVENTORY

<u>Zone</u>	<u>Metered On-Street</u>	<u>Available Off-Street</u>
331	40	87
332	0	10
333	409	1,465
335	18	180
336	0	38
337	0	70
338	0	0
TOTAL CBD	467	1,850

NO. 13 EDWARDSVILLE CBD

Background

Edwardsville is the county seat of Madison County. The city was incorporated in 1837 and is the oldest city in Madison County. The city is primarily residential with a service commercial district. With the exception of the Montclair Shopping Center, all major commercial activity is carried on in the Central Business District. The majority of Edwardsville's residents derive their income from employment in St. Louis, Southern Illinois University at Edwardsville, or industrial centers. Southern Illinois University has expanded rapidly in the last few years and is having a great impact on Edwardsville. The area around the campus is expected to affect the residential and commercial activity in the city.

Discussion

The Edwardsville CBD (Figure 13) is a conglomeration of blocks of many sizes and shapes. The boundaries of the CBD were taken from a report by Evert Kincaid and Associates, Inc. ^{8/} The CBD is complicated by the fact that the Wabash Railroad runs through the center of the city.

Edwardsville's available parking is relatively small compared to the size of the CBD. The largest off-street

^{8/} Kincaid, Evert, and Associates, Inc., City of Edwardsville, Illinois, June, 1960.

lot is in block 1697 of zone 266. This lot is behind city hall and contains 59 spaces. In block 1637, which is the largest block of the CBD, there are many off-street spaces; however, only 58 spaces can be counted on for all-day parking. The majority of the spaces are free to customers of the many stores surrounding the block. With the exception of a metered pay lot, all the off-street facilities are free. The on-street parking is not very evenly distributed over the CBD. Two concentrated areas of metered on-street parking occur along blocks 1637 and 1694 in zone 266 and along blocks 1638, 1639, 1640, and 1693 in zone 276. These six blocks account for over 75% of the total metered on-street parking.

ZONE SUMMARY OF THE PARKING INVENTORY

<u>Zone</u>	<u>Metered On-Street</u>	<u>Available Off-Street</u>
266	61	184
276	145	182
278	34	120
TOTAL CBD	240	486

Background

Granite City was incorporated in 1896 and now includes a population of over 40,000. It forms with Madison and Venice an urban-area complex which is primarily a heavy manufacturing center. Future population growth is expected to occur largely in Granite City since this is the only community with extensive adjacent undeveloped land for this purpose. In Granite City considerable expansion of the physical area of the city is expected. Conversion of some residential areas to industrial use is anticipated in the area west of Missouri Avenue north towards the city limits. Consolidation of the present commercial area will increase retail sales activity but will add little, if any, area to the Central Business District.

Discussion

The boundaries of the Granite City CBD (Figure 14) were defined in a report prepared by Southern Illinois University. ^{9/} The CBD is essentially divided into two parts by Niederinghaus Avenue.

The vast majority of the parking within the CBD, both on-street and off-street, occurs in zone 283. Within the zone is the core area of the CBD, and it is situated

^{9/} Samli, A. Coskun, and Prell, Arthur E., Central Business District, Granite City, Illinois: A Study of an Independent Business Community Within a Metropolitan Area. Southern Illinois University: Carbondale, Illinois. 1966

between State and Cleveland, 18th and 20th. The eight blocks in this core area have over 50% of all on-street metered parking and two large off-street lots. There is another off-street facility in block 2649 of zone 286 which has about 80 spaces for employees and another 20 spaces of informal parking. There is a grocery store lot in block 7340 of zone 288 that has given permission to night shift employees of Granite City Steel Company to use their lot for parking but the lot is not included as available off-street parking since its availability is restricted to just evening hours.

There are three pay lots in the Granite City CBD. Two of these lots are within block 2658 of zone 283. One is a metered lot and the other charges by the month. The third pay lot has a flat rate of \$.50 per day.

ZONE SUMMARY OF THE PARKING INVENTORY

<u>Zone</u>	<u>Metered On-Street</u>	<u>Available Off-Street</u>
283	390	579
286	178	171
288	22	184
TOTAL CBD	590	934

Background

Standard Oil chose in 1907 the sandy wasteland of Wood River to be the site of its refinery because of the excellent transportation facilities of railroad and river. The establishment in 1917 of the Shell Refinery in the suburb of Roxana southeast of the Standard Oil plant, gave further impetus to the growth of Wood River. Frequently noticed by visitors, but imperceptible to residents, is the odor of oil that pervades the town on summer days.

Discussion

Wood River's CBD (Figure 15) is the smallest of all the cities inventoried. The boundaries of the CBD were taken from a report published by Southern Illinois University. ^{10/} Wood River is unique in that it is the only CBD to be entirely within one zone.

The block with the largest number of available off-street spaces is block 1083 with 26 spaces. The remainder of the off-street parking is scattered throughout the CBD. There are two large city-owned off-street lots located in blocks 1077 and 1084, but they are restricted to a three

^{10/} DeBord, Warren A.; Prell, Arthur E.; Ellis, Robert J.; and Wright, Robert W., Wood River, Illinois: A Study of a Central Business District in Transition, Southern Illinois University: Carbondale, Illinois. 1967

hour time limit. Thus, they are not included in the survey. There are no pay lots in Wood River. In addition, the CBD is without any metered on-street parking and all on-street spaces in the CBD are free. However, there are three hour time limits on the majority of the spaces.

ZONE SUMMARY OF THE PARKING INVENTORY

<u>Zone</u>	<u>Metered On-Street</u>	<u>Available Off-Street</u>
270	--	130
TOTAL CBD	--	130

V FUTURE USE OF THE PARKING SUPPLY

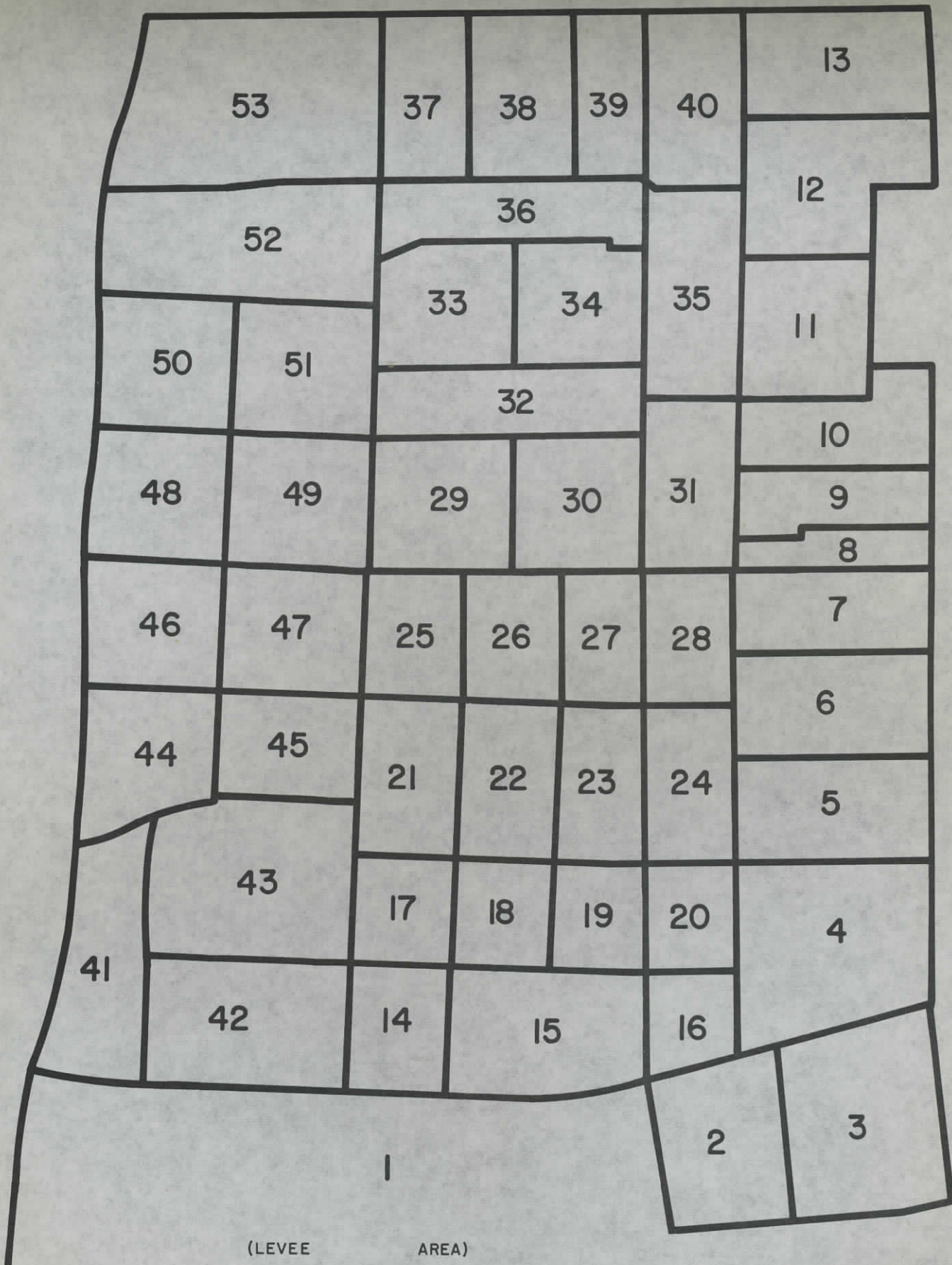
These fifteen critical parking areas are to be studied and analyzed by the East-West Gateway Coordinating Council staff in cooperation with local agencies. The Council will utilize home interview origin-destination survey data to determine the demand for parking.

The Council will attempt to develop mathematical relationships between zonal population, employment, other parking indicators, and the parking supply, possibly by type of parking and type of employment.

The mathematical relationships developed during the analysis will be used in conjunction with the zonal forecasts of travel (trip ends), population and employment to determine estimated 1990 parking supply needs and parking demand for the areas under study. The present and future parking supply will be used as a measure of an area's capability to accommodate future trip ends which will in turn serve as an evaluation point for the efficiency of particular alternative future highway proposals.

APPENDIX

SUMMARY OF PARKING INVENTORY BY BLOCK FOR EACH BUSINESS DISTRICT



(LEVEE

AREA)

FIGURE NO. 2A

TABLE 8

DETAILED SUMMARY OF THE PARKING INVENTORY

AREA NO. 1 ST. LOUIS CBD

CITY AND STATE ST. LOUIS, MISSOURI

Sector Number	Zone Number	Metered * On-Street Spaces	Off-Street Spaces						Cost for Off-Street		
			City- Owned	Comm.	Emp.	Cust.	Res.	Priv.	1 Hour	3 Hours	9 Hours
1	1		0	1150	167	75	0	0	.75	.75	.75
2	1		0	208	195	45	0	0	.30	.55	.55
Total	1		0	1358	262	120	0	0			
3	2		120	350	245	0	0	0	.35	.35	.35
Total	2		120	350	245	0	0	0			
4	32		0	460	112	8	0	0	.38	.61	.74
5	32		0	1212	0	80	0	0	.39	.61	.80
6	32		0	661	100	36	0	0	.33	.52	.59
7	32		50	230	85	0	0	0	.26	.64	.71
Total	32		50	2563	282	139	0	0			
8	33		0	407	136	0	0	0	.25	.51	.57
9	33		12	290	110	10	0	0	.37	.55	.55
10	33		0	315	40	0	0	0	.43	.52	.52
11	33		50	180	26	0	0	0	.42	.42	.42
12	33		15	0	67	0	0	0	Free		
13	33		0	0	64	20	0	0	"		
Total	33		77	1192	443	30	0	0			

*Metered on-street spaces were not inventoried.

TABLE 8 (CONTINUED)

DETAILED SUMMARY OF THE PARKING INVENTORY

AREA NO. 1 ST. LOUIS CBDCITY AND STATE ST. LOUIS, MISSOURI

Sector Number	Zone Number	Metered On-Street Spaces	Off-Street Spaces						Cost for Off-Street		
			City-Owned	Comm.	Emp.	Cust.	Res.	Priv.	1 Hour	3 Hours	9 Hours
14	44		0	120	0	0	0	175	.35	1.05	1.75
15	44		0	1422	0	200	400	0	.32	.74	1.36
16	44		0	420	0	0	0	0	.46	1.16	1.48
17	44		0	2405	0	0	0	0	.40	1.20	1.61
18	44		0	50	0	904	0	0	.11	.53	1.78
19	44		0	411	0	0	0	0	.75	1.63	2.51
20	44		0	960	0	0	0	0	.25	.75	1.39
21	44		0	1265	0	21	0	15	.51	1.30	1.41
22	44		0	80	0	0	0	0	.55	1.05	2.50
23	44		0	650	0	0	0	0	.63	1.18	2.63
24	44		0	1135	0	1000	0	0	.25	.72	1.83
25	44		0	533	107	0	0	18	.31	.74	.99
26	44		0	520	8	0	0	0	.50	1.40	1.87
27	44		0	779	0	0	0	0	.56	1.14	1.96
28	44		0	581	30	0	0	150	.29	.76	.97
Total	44		0	11331	145	2125	400	358			
29	45		0	105	0	0	0	0	.40	1.10	1.50
30	45		0	500	0	20	0	0	.50	1.20	2.10
31	45		0	150	108	0	0	0	.25	.75	1.00
32	45		0	98	105	40	0	204	.21	.46	.87

TABLE 8 (CONTINUED)

DETAILED SUMMARY OF THE PARKING INVENTORY

AREA NO. 1 ST. LOUIS CBD

CITY AND STATE ST. LOUIS, MISSOURI

Sector Number	Zone Number	Metered On-Street Spaces	Off-Street Spaces						Cost for Off-Street		
			City- Owned	Comm.	Emp.	Cust.	Res.	Priv.	1 Hour	3 Hours	9 Hours
33	45		0	0	0	0	374	0	Free		
34	45		0	425	25	35	0	0	.15	.42	.61
35	45		0	403	246	0	0	0	.49	.58	.58
36	45		0	1050	0	20	0	0	.40	.62	.98
37	45		0	0	210	0	0	0	Free		
38	45		0	258	168	30	0	20	.11	.22	.35
39	45		0	240	12	16	0	13	.29	.55	.55
40	45		0	92	184	61	0	91	.60	.60	.60
Total	45		0	3271	1158	222	374	328			
41	52		0	240	0	0	0	0	.50	.50	.50
42	52		0	3380	0	0	0	52	.26	.61	1.00
43	52		0	292	0	0	0	0	.35	1.00	1.00
44	52		0	714	0	0	0	30	.39	.43	.53
45	52		0	3565	0	0	0	0	.40	.65	.94
46	52		0	229	608	0	0	0	.27	.51	.71
47	52		0	840	15	0	0	0	.50	.76	.81
Total	52		0	9261	623	0	0	82			
48	53		0	380	0	0	0	0	.52	.63	.73
49	53		350	0	0	0	0	0	.10	.30	1.10

DETAILED SUMMARY OF THE PARKING INVENTORY

CITY AND STATE ST. LOUIS, MISSOURI

[illegible]

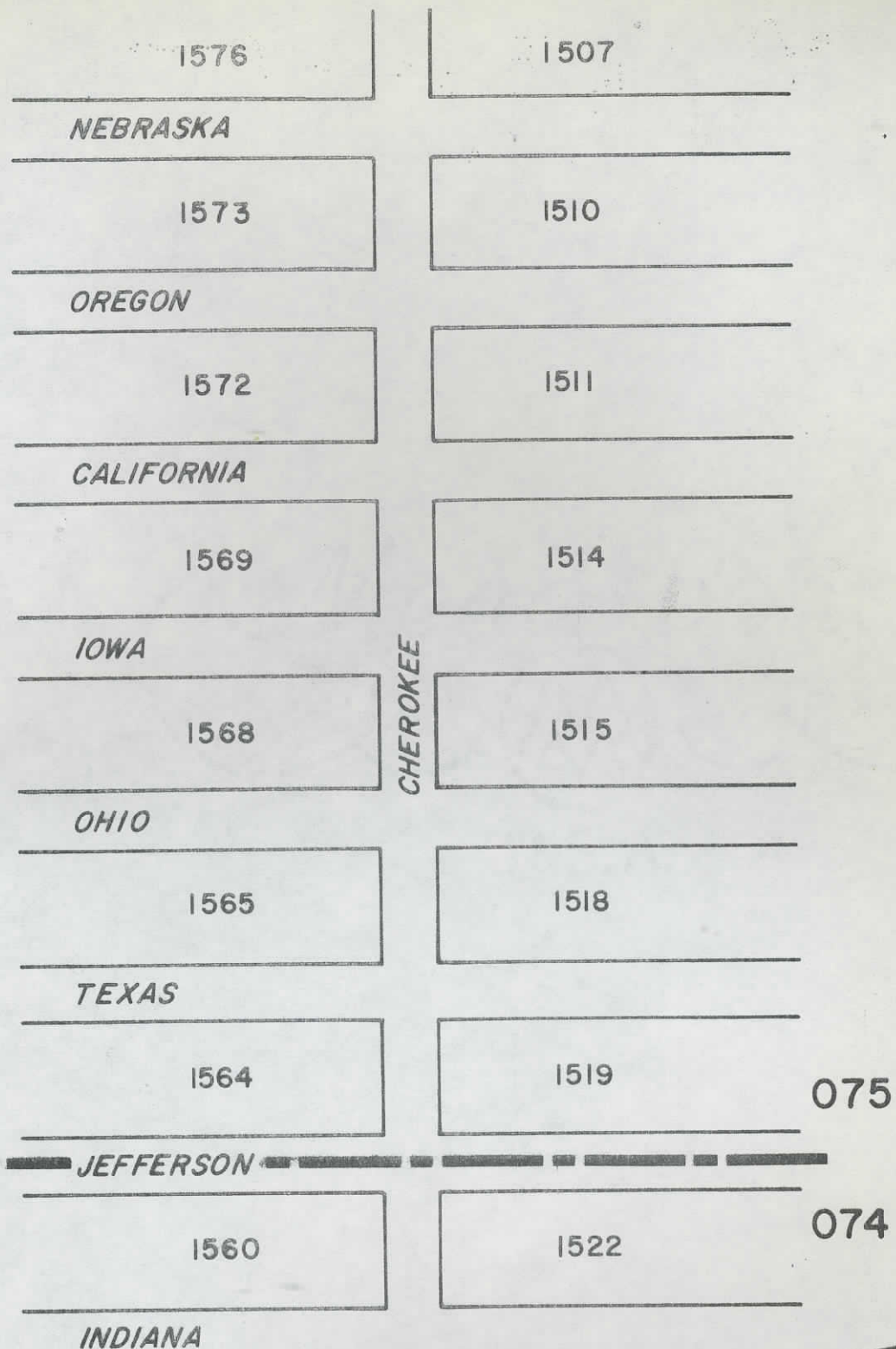


FIGURE NO. 3

ST. LOUIS CITY - CHEROKEE AREA

NOTE: NO SCALE

EAST-WEST GATEWAY
SEPTEMBER 1968

LEGEND

1234	BLOCK NUMBER
152	ZONE NUMBER
---	ZONE BOUNDARY
<u>NAME</u>	STREET

TABLE 9

GENERAL SUMMARY OF THE PARKING INVENTORY

AREA NO. 2 CHEROKEE AREA

CITY AND STATE ST. LOUIS, MISSOURI

Block Number	Zone Number	Metered On-Street Spaces	Available Off-Street Spaces	Cost for Off-Street		
				1 Hour	3 Hours	9 Hours
1522	74	14	20	Free		
1560	74	13	12	"		
Total	74	27	32			
1507	75	4	0	N.A.*		
1510	75	15	0	"		
1511	75	11	10	Free		
1514	75	20	30	.05	.15	.45
"	"		50	.25	.25	.25
1515	75	17	43	.05	.15	.45
1518	75	19	6	Free		
1519	75	15	0	N.A.		
1564	75	17	11	Free		
1565	75	18	12	"		
1568	75	23	4	"		
1569	75	19	5	"		
1572	75	14	0	N.A.		
1573	75	13	0	"		
Total	75	205	171			
TOTAL	AREA	232	203			

*Not Applicable.

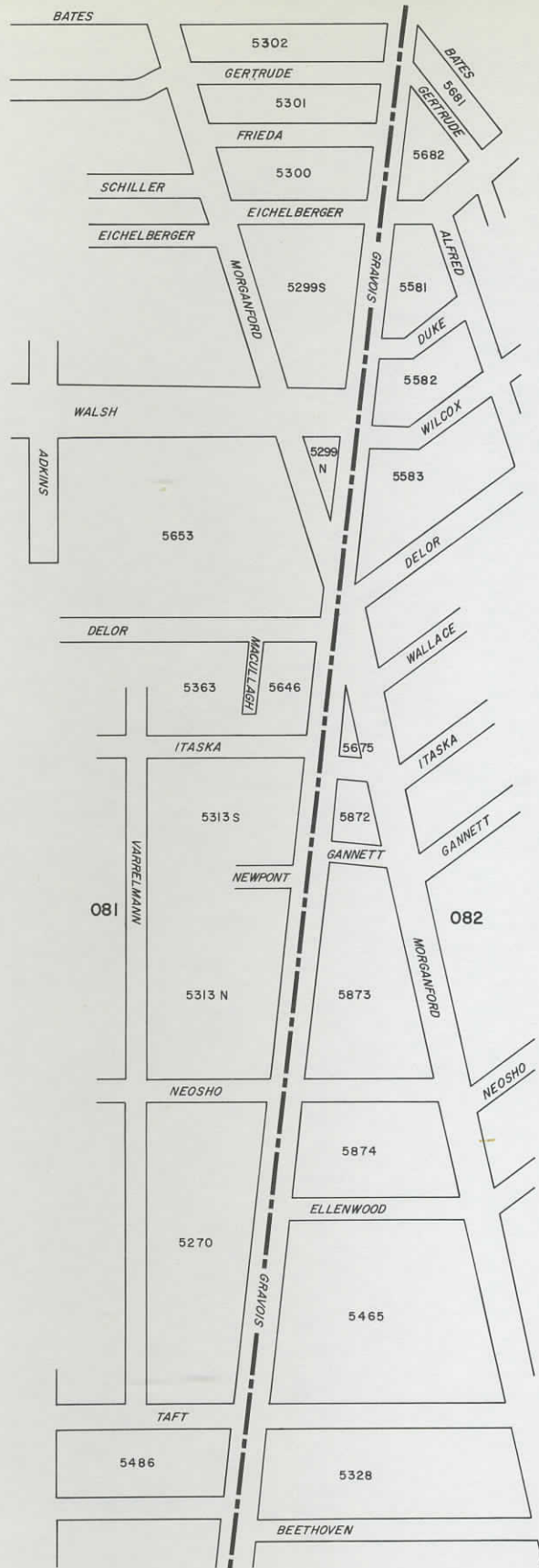


FIGURE NO. 4
GRAVOIS MORGANFORD AREA

LEGEND
1234 BLOCK NUMBER
152 ZONE NUMBER
NAME ZONE BOUNDARY
STREET

NOTE: NO SCALE
EAST-WEST GATEWAY
SEPTEMBER 1968

TABLE 10

GENERAL SUMMARY OF THE PARKING INVENTORY

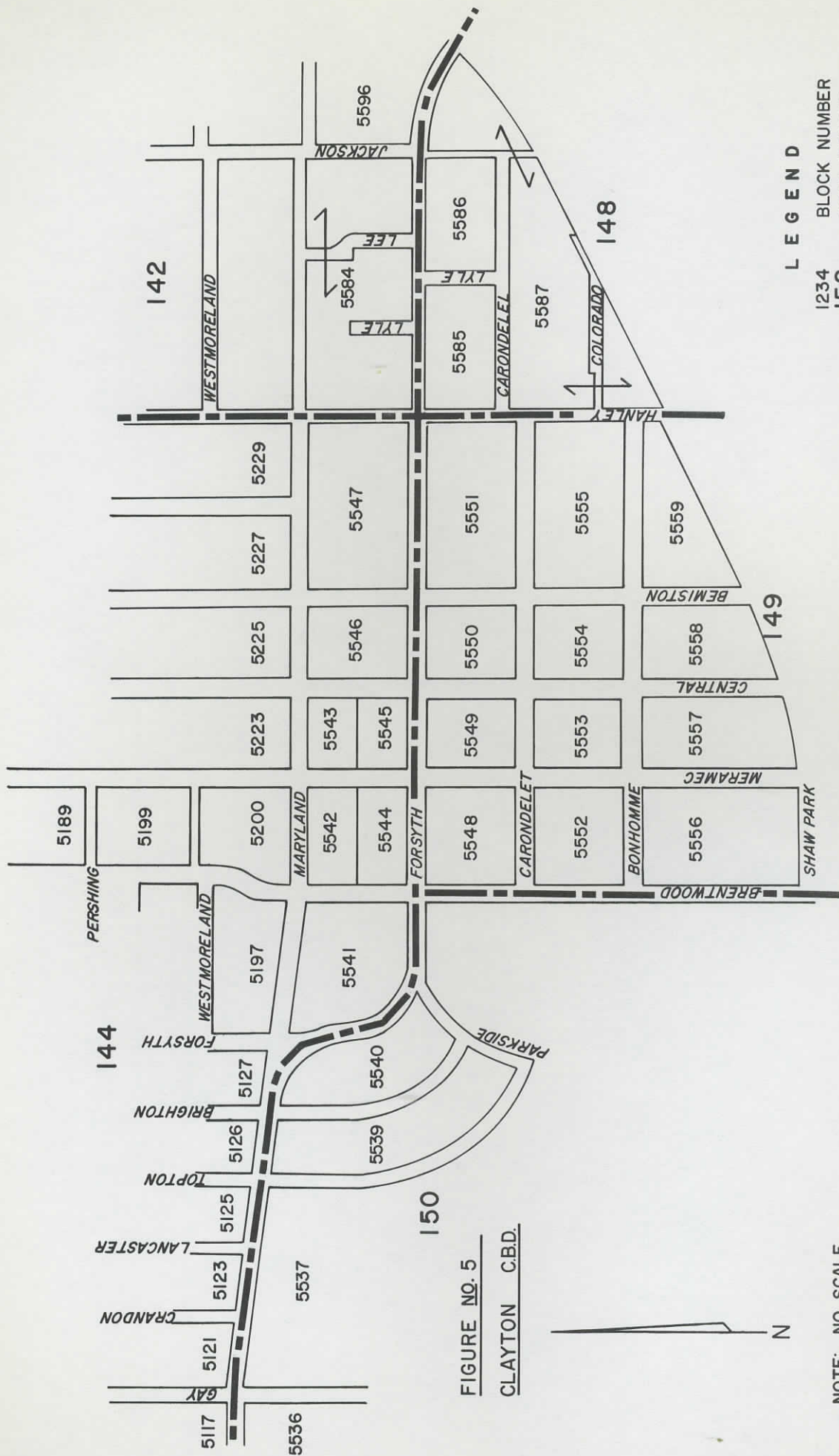
AREA NO. 3 GRAVOIS - MORGAN FORD AREACITY AND STATE ST. LOUIS, MISSOURI

Block Number	Zone Number	Metered On-Street Spaces	Available Off-Street Spaces	Cost for Off-Street		
				1 Hour	3 Hours	9 Hours
5270	81	11	6	Free		
5299 N.	81	13	5	"		
5299 S.	81	14	12	"		
5300	81	2	0	N.A.		
5301	81	10	0	"		
5302	81	4	0	"		
5313 N.	81	9	0	"		
5313 S.	81	12	0	"		
5486	81	0	80	Free		
5646	81	11	0	N.A.		
5653	81	4	12	Free		
Total	81	90	115			
5465	82	6	0	N.A.		
5581	82	14	20	Free		
5582	82	7	20	"		
5583	82	7	0	N.A.		
5675	82	10	36	Free		
5681	82	9	12	"		
5682	82	12	7	"		
5872	82	4	10	"		

GENERAL SUMMARY OF THE PARKING INVENTORY

CITY AND STATE ST. LOUIS, MISSOURI

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NOTE: NO SCALE

EAST-WEST GATEWAY
SEPTEMBER 1968

TABLE 11

DETAILED SUMMARY OF THE PARKING INVENTORY

AREA NO. 4 CLAYTON CBDCITY AND STATE CLAYTON, MISSOURI

Block Number	Zone Number	Metered On-Street Spaces	Off-Street Spaces						Cost for Off-Street		
			City-Owned	Comm.	Emp.	Cust.	Res.	Priv.			
									1 Hour	3 Hours	9 Hours
5584	142	43		48					\$15.00/Month		
"	"		0	--	26	440	39	0	Free		
5596	142	0	0	0	200	531	2	0	"		
Total	142	43	0	48	226	971	41	0			
5117	144	0	0	0	60	140	0	0	Free		
5121	144	11	0	0	4	9	0	0	"		
5123	144	14	0	0	103	0	0	0	"		
5125	144	6	0	0	250	0	0	0	"		
5126	144	11	0	0	0	0	0	0	N.A.		
5127	144	11	0	0	40	3	0	0	Free		
5197	144	25	0	0	38	43	0	0	"		
5198	144	14	0	0	20	16	17	0	"		
5199	144	12	0	58	15	139	8	0	"		
5200	144	19	0	0	63	44	0	0	"		
5223	144	49		83					\$15.00/Month		
"	"		44						.10	.30	.90
"	"		--	--	57	141	0	0	Free		
5225	144	15	0	0	0	48	1	0	"		
5227	144	14	0	0	0	0	6	0	"		
5541	144	51				40			.75	.75	.75

TABLE 11 (CONTINUED)

DETAILED SUMMARY OF THE PARKING INVENTORY

AREA NO. 4 CLAYTON CBDCITY AND STATE CLAYTON, MISSOURI

Block Number	Zone Number	Metered On-Street Spaces	Off-Street Spaces						Cost for Off-Street		
			City-Owned	Comm.	Emp.	Cust.	Res.	Priv.	1 Hour	3 Hours	9 Hours
5541	144	51	0	0	0	313	0	0	Free		
5542	144	27	0	0	54	5	0	0	"		
5543	144	21		75					\$15.00/Month		
"	"		0	--	19	23	0	0	Free		
5544	144	20	69						.10	.30	.90
"	"			71					\$15.00/Month		
"	"		--	--	34	9	0	0	Free		
5545	144	22	0	0	86	27	0	0	"		
5546	144	36	0	0	72	105	4	0	"		
5547	144	37		483					.25	.75	1.00
"	"		0	--	77	10	0	0	Free		
Total	144	415	113	770	992	1115	36	0			
5585	148	9	0	0	46	121	7	0	Free		
5586	148	10	0	0	33	22	12	0	"		
5587	148	0	0	0	291	25	21	0	"		
Total	148	19	0	0	370	168	40	0	"		
5548	149	27		59					\$15.00/Month		
"	"		0	--	0	159	0	0	Free		
5549	149	25	0	0	143	0	0	0	"		

TABLE 11 (CONTINUED)

DETAILED SUMMARY OF THE PARKING INVENTORY

AREA NO. 4 CLAYTON CBD

CITY AND STATE CLAYTON, MISSOURI

Block Number	Zone Number	Metered On-Street Spaces	Off-Street Spaces						Cost for Off-Street		
			City-Owned	Comm.	Emp.	Cust.	Res.	Priv.	1 Hour	3 Hours	9 Hours
5550	149	37		152					\$12.50/Month		
"	"		0	--	0	71	0	0	Free		
5551	149	41		238					.35	1.05	1.25
"	"			72					\$10.00/Month		
"	"		0	--	138	351	3	0	Free		
5552	149	72		73					.15	.45	1.00
"	"			20					\$15.00/Month		
"	"		0	--	359	0	3	0	Free		
5553	149	87	222						.50	.50	.50
"	"		--	0	99	0	0	0	Free		
5554	149	37		62					.25	.75	.75
"	"			48					.35	.75	.75
"	"		0	--	32	11	0	0	Free		
5555	149	45		263					\$15.00/Month		
"	"			371					.75	.75	.75
"	"		0	--	0	39	0	0	Free		
5556	149	40		150					.35	1.05	1.25
"	"			137					\$15.00/Month		
"	"		0	--	88	61	141	0	Free		
5557	149	48	220						.05	.15	.45
"	"			183					\$15.00/Month		

TABLE 11 (CONTINUED)

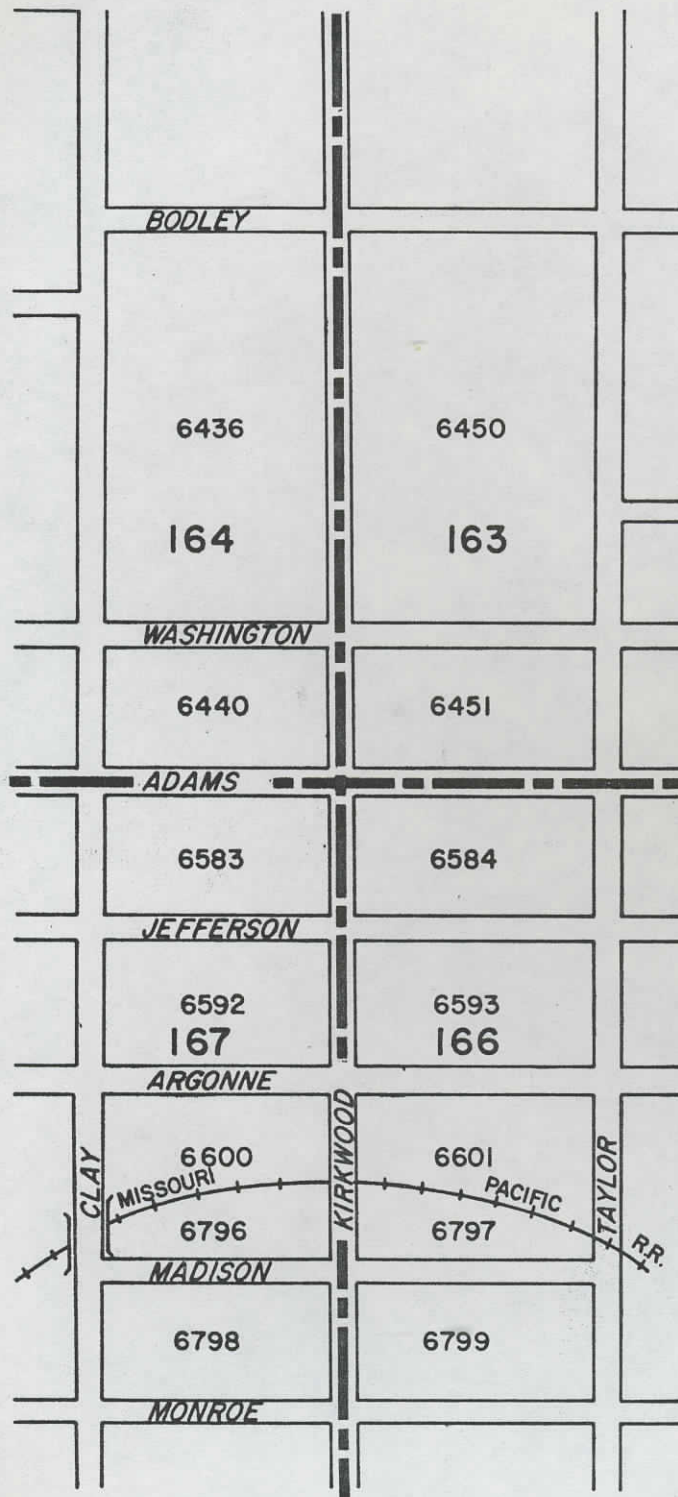
DETAILED SUMMARY OF THE PARKING INVENTORY

AREA NO. 4 CLAYTON CBD

CITY AND STATE CLAYTON, MISSOURI

Block Number	Zone Number	Metered On-Street Spaces	Off-Street Spaces						Cost for Off-Street		
			City-Owned	Comm.	Emp.	Cust.	Res.	Priv.	1 Hour	3 Hours	9 Hours
5557	149		-	-	82	0	4	0	Free		
5558	149	34		79					\$15.00/Month		
"	"			54					.35	1.05	1.25
"	"			153					.35	1.00	1.00
"	"		0	--	127	0	0	0	Free		
5559	149	27		334					.35	1.05	1.25
"	"			59					\$15.00/Month		
"	"			186					.10	.30	1.00
"	"		0	--	7	201	0	0	Free		
5560	149	0	71	0	0	0	0	0	.05	.20	.45
5561	149	0	132	0	0	0	0	0	.05	.20	.45
5574	149	0	0	0	0	0	0	0	N.A.		
Total	149	520	645	3041	727	892	151	0			
5536	150	19	0	0	78	0	0	0	Free		
5537	150	43	0	0	833	0	0	0	"		
5539	150	0	0	0	0	151	108	0	"		
5540	150	10	0	0	71	94	46	0	"		
Total	150	72	0	0	982	245	154	0			
TOTAL	CBD	1069	758	3859	3297	3392	422	0			

FIGURE NO. 6
KIRKWOOD C. B. D.



LEGEND

1234 BLOCK NUMBER
152 ZONE NUMBER
--- ZONE BOUNDARY
NAME STREET



NOTE: NO SCALE

EAST-WEST GATEWAY
SEPTEMBER 1968

TABLE 12

GENERAL SUMMARY OF THE PARKING INVENTORY

AREA NO. 5 KIRKWOOD CBDCITY AND STATE KIRKWOOD, MISSOURI

Block Number	Zone Number	Metered On-Street Spaces	Available Off-Street Spaces	Cost for Off-Street		
				1 Hour	3 Hours	9 Hours
6450	163	0	50	Free		
6451	163	12	0	N.A.		
Total	163	12	50			
6436	164	0	70	Free		
6440	164	0	95	"		
Total	164	0	165			
6584	166	31	20	Free		
6593	166	26	15	"		
6601	166	3	41	"		
6799	166	4	10	"		
Total	166	64	86			
6583	167	20	37	"		
6592	167	41	35	"		
6600	167	0	25	"		
6796	167	27	5	"		
6798	167	8	52	"		
Total	167	96	154			
TOTAL	CBD	172	455			

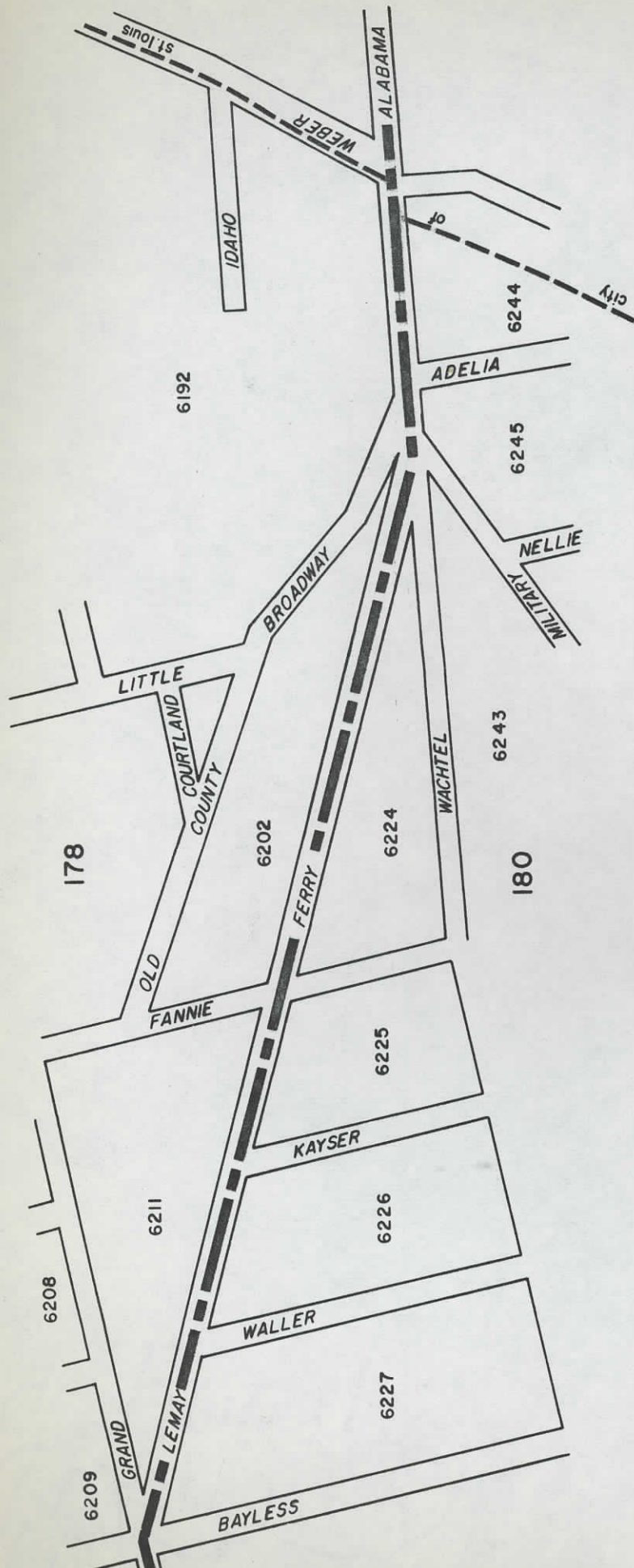


FIGURE NO. 7
LEMAY CBD

LEGEND

1234	BLOCK	NUMBER
152	ZONE	NUMBER
—	ZONE	BOUNDARY
NAME	STREET	

NOTE: NO SCALE

EAST-WEST GATEWAY
SEPTEMBER 1968

TABLE 13

GENERAL SUMMARY OF THE PARKING INVENTORY

AREA NO. 6 LEMAY CBDCITY AND STATE LEMAY, MISSOURI

Block Number	Zone Number	Metered * On-Street Spaces	Available Off-Street Spaces	Cost for Off-Street		
				1 Hour	3 Hours	9 Hours
6192	178		30	Free		
6202	178		20	"		
6209	178		100	"		
6211	178		10	"		
Total	178		160			
6224	180		20	Free		
6225	180		5	"		
6226	180		10	"		
6227	180		10	"		
6243	180		15	"		
6244	180		20	"		
6245	180		21	"		
Total	180		101			
TOTAL	CBD		261			
*No Metered On-Street Parking Within the CBD.						

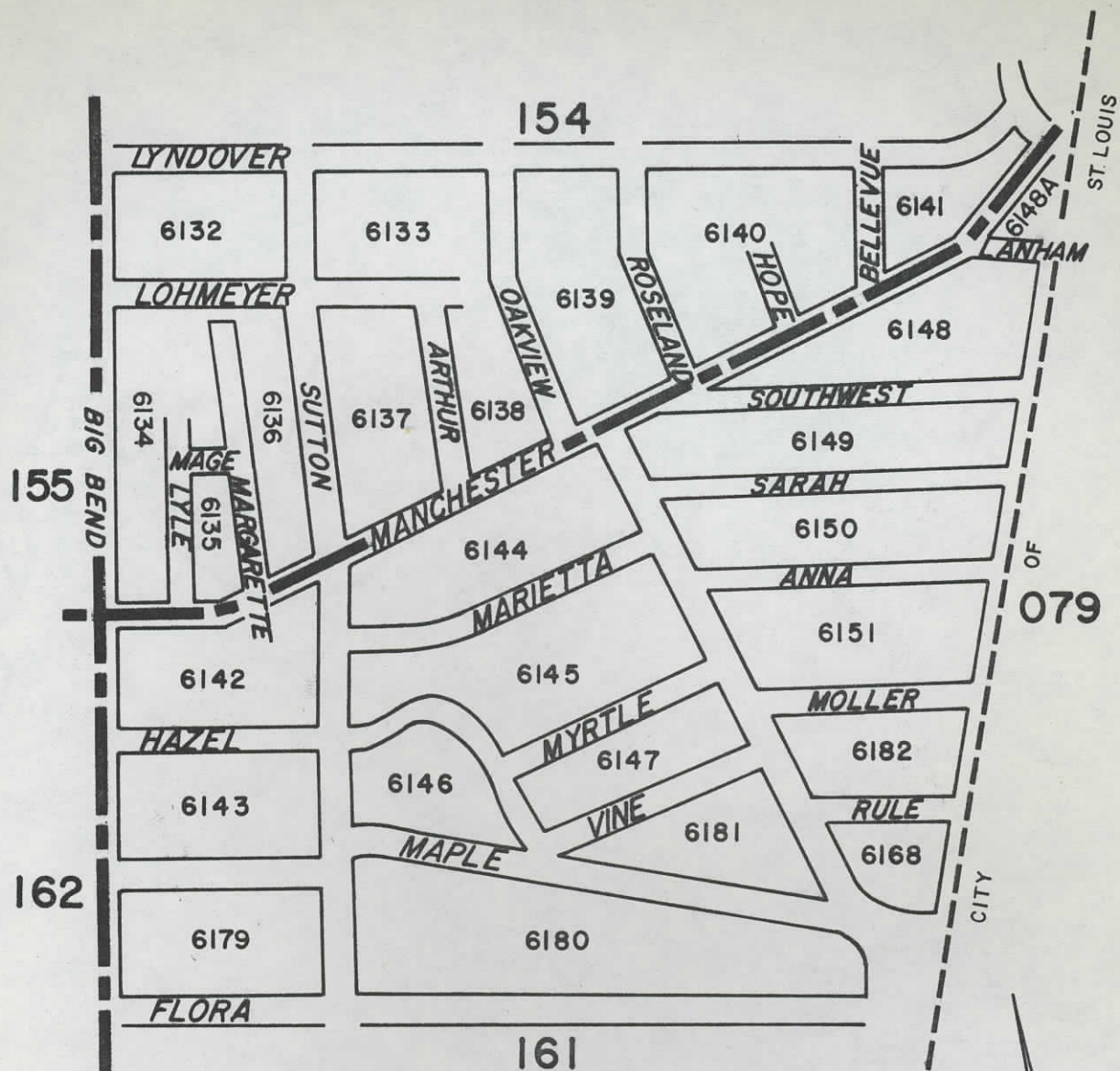


FIGURE NO. 8
MAPLEWOOD CBD

NOTE: NO SCALE

EAST-WEST GATEWAY
SEPTEMBER 1968

LEGEND

1234	BLOCK NUMBER
152	ZONE NUMBER
---	ZONE BOUNDARY
NAME	STREET

TABLE 14

GENERAL SUMMARY OF THE PARKING INVENTORY

AREA NO. 7 MAPLEWOOD CBDCITY AND STATE MAPLEWOOD, MISSOURI

Block Number	Zone Number	Metered On-Street Spaces	Available Off-Street Spaces	Cost for Off-Street		
				1 Hour	3 Hours	9 Hours
6134	154	5	10	Free		
6135	154	9	3	"		
6136	154	8	5	"		
"	"		60	.15	.35	.95
6137	154	11	10	Free		
6138	154	16	10	"		
6139	154	16	5	"		
6140	154	23	8	"		
6141	154	26	3	"		
Total	154	114	114			
6142	161	28	25	Free		
6143	161	14	5	"		
6144	161	28	25	"		
6145	161	5	5	"		
6146	161	8	5	"		
6148	161	36	70	"		
6148A	161	7	91	.25	.25	.25
6149	161	26	25	Free		
6179	161	17	5	"		
6180	161	14	0	N.A.		

GENERAL SUMMARY OF THE PARKING INVENTORY

CITY AND STATE MAPLEWOOD, MISSOURI

79

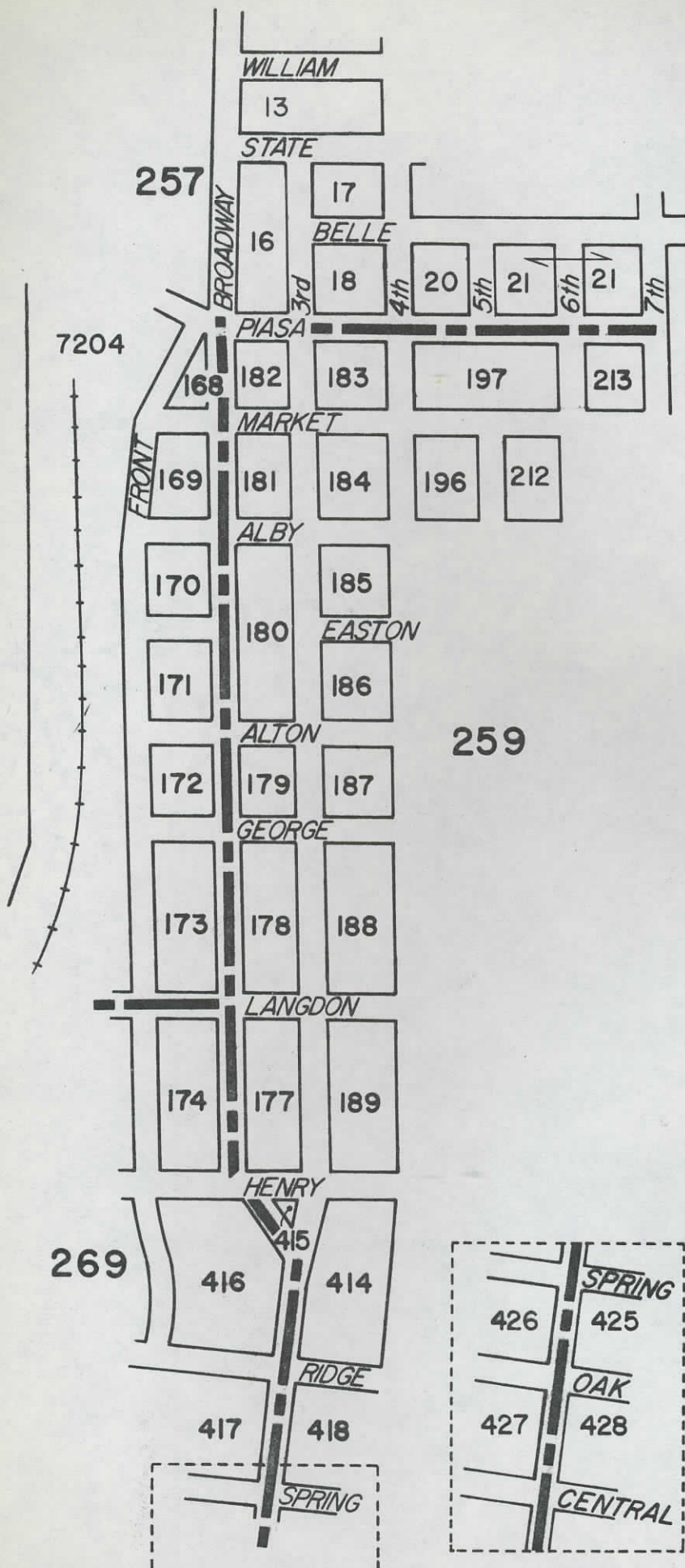
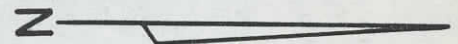


FIGURE NO. 9

ALTON C.B.D.

LEGEND

1234	BLOCK NUMBER
152	ZONE NUMBER
	ZONE BOUNDARY
<u>NAME</u>	STREET



NOTE: NO SCALE

EAST-WEST GATEWAY
SEPTEMBER 1968

TABLE 15
GENERAL SUMMARY OF THE PARKING INVENTORY

AREA NO. 9 ALTON CBD
CITY AND STATE ALTON, ILLINOIS

Block Number	Zone Number	Metered On-Street Spaces	Available Off-Street Spaces	Cost for Off-Street		
				1 Hour	3 Hours	9 Hours
13	257	17	0	N.A.		
16	257	25	30	.15	.25	.25
17	257	21	0	N.A.		
18	257	24	0	"		
20	257	25	115	.15	.45	.65
21	257	7	61	Free		
168	257	23	97	.05	.15	.45
169	257	12	0	N.A.		
170	257	31	10	Free		
171	257	19	35	"		
172	257	20	0	N.A.		
173	257	20	0	"		
7204	257	10	58	.25	.25	.25
"	"		50	Leased		
Total	257	254	456			
177	259	19	10	Free		
178	259	17	10	"		
179	259	12	0	N.A.		
180	259	36	67	.05	.15	.45
181	259	23	0	N.A.		

TABLE 15 (CONTINUED)

GENERAL SUMMARY OF THE PARKING INVENTORY

AREA NO. 9 ALTON CBDCITY AND STATE ALTON, ILLINOIS

Block Number	Zone Number	Metered On-Street Spaces	Available Off-Street Spaces	Cost for Off-Street		
				1 Hour	3 Hours	9 Hours
182	259	53	0	N.A.		
183	259	43	25	.15	.45	.75
184	259	31	0	N.A.		
185	259	14	0	"		
186	259	1	0	"		
187	259	0	0	"		
188	254	0	0	"		
189	259	0	0	"		
196	259	14	0	"		
197	259	53	30	Free		
212	259	13	0	N.A.		
213	259	0	15	Free		
414	259	37	32	.05	.10	.25
"	"		32	Free		
415	259	12	0	N.A.		
418	259	6	0	"		
425	259	11	0	"		
428	259	7	8	Free		
Total	259	402	229			
174	269	9	0	N.A.		

GENERAL SUMMARY OF THE PARKING INVENTORY

CITY AND STATE ALTON, ILLINOIS

83

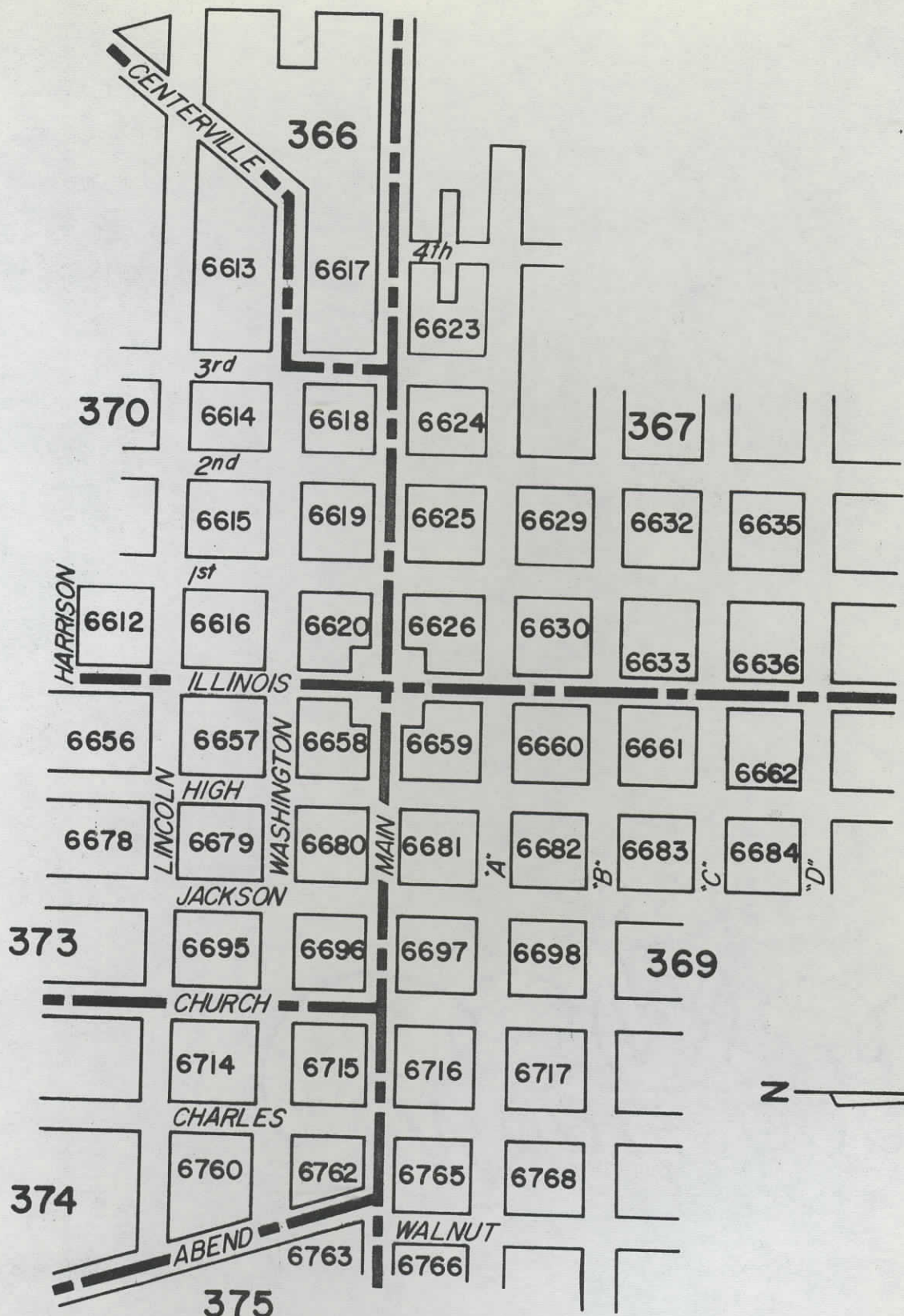


FIGURE NO. 10

BELLEVILLE C.B.D.

NOTE: NO SCALE

EAST - WEST GATEWAY
SEPTEMBER 1968

LEGEND

1234

152

BLOCK NUMBER

ZONE NUMBER

ZONE BOUNDARY

TABLE 16

GENERAL SUMMARY OF THE PARKING INVENTORY

AREA NO. 10 BELLEVILLE CBDCITY AND STATE BELLEVILLE, ILLINOIS

Block Number	Zone Number	Metered On-Street Spaces	Available Off-Street Spaces	Cost for Off-Street		
				1 Hour	3 Hours	9 Hours
6617	366	7	20	Free		
Total	366	7	20			
6623	367	0	15	Free		
6624	367	17	10	"		
6625	367	40	0	N.A.		
6626	367	39	0	"		
6629	367	11	15	Free		
6630	367	13	40	.25	.25	.25
6632	367	0	0	N.A.		
6633	367	9	5	Free		
6635	367	0	0	N.A.		
6636	367	9	15	Free		
Total	367	129	100			
6659	369	32	68	.05	.15	.45
6660	369	20	0	N.A.		
6661	369	21	0	"		
6662	369	5	0	"		
6681	369	33	0	"		
6682	369	33	79	.05	.15	.45

TABLE 16 (CONTINUED)
GENERAL SUMMARY OF THE PARKING INVENTORY

AREA NO. 10 BELLEVILLE CBD
CITY AND STATE BELLEVILLE, ILLINOIS

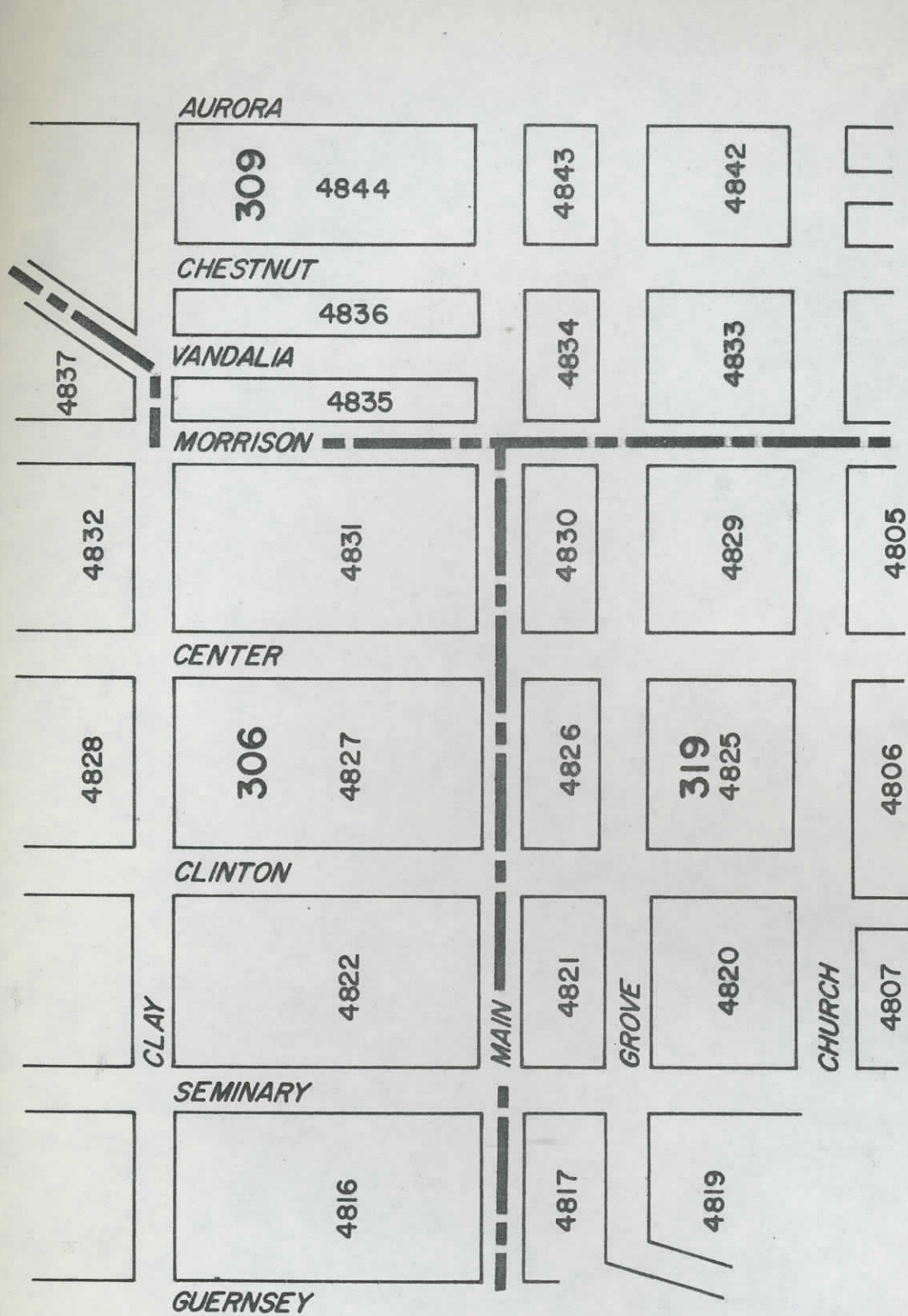
Block Number	Zone Number	Metered On-Street Spaces	Available Off-Street Spaces	Cost for Off-Street		
				1 Hour	3 Hours	9 Hours
6683	369	10	10	Free		
6684	369	0	0	N.A.		
6697	369	37	0	"		
6698	369	28	30	.25	.25	.25
6716	369	34	0	N.A.		
6717	369	16	0	"		
6765	369	13	10	Free		
6766	369	2	0	N.A.		
6768	369	0	0	"		
Total	369	284	197			
6612	370	23	75	Free		
6613	370	0	0	N.A.		
6614	370	0	0	"		
6615	370	8	0	"		
6616	370	11	95	.25	.25	.25
"	"		9	Free		
6618	370	23	5	"		
6619	370	40	0	N.A.		
6620	370	29	0	"		
Total	370	134	184			

TABLE 16 (CONTINUED)

GENERAL SUMMARY OF THE PARKING INVENTORY

AREA NO. 10 BELLEVILLE CBDCITY AND STATE BELLEVILLE, ILLINOIS

Block Number	Zone Number	Metered On-Street Spaces	Available Off-Street Spaces	Cost for Off-Street		
				1 Hour	3 Hours	9 Hours
6657	373	23	76	.25	.45	1.05
6658	373	48	11	Free		
6679	373	21	15	"		
6680	373	33	50	.05	.15	.45
6695	373	16	0	N.A.		
6696	373	35	0	"		
Total	373	176	152			
6714	374	6	36	.25	.25	.25
6715	374	34	15	Free		
6760	374	0	30	"		
6762	374	10	10	"		
Total	374	50	91			
6763	375	3	0			
Total	375	3	0			
TOTAL	CBD	792	744			



LEGEND

- 6001 BLOCK NUMBER
- 152 ZONE NUMBER
- ZONE BOUNDARY
- NAME STREET

FIGURE NO. II
COLLINSVILLE C.B.D.

NOTE: NO SCALE

EAST - WEST GATEWAY
SEPTEMBER 1968

TABLE 17

GENERAL SUMMARY OF THE PARKING INVENTORY

AREA NO. 11 COLLINSVILLE CBDCITY AND STATE COLLINSVILLE, ILLINOIS

Block Number	Zone Number	Metered On-Street Spaces	Available Off-Street Spaces	Cost for Off-Street		
				1 Hour	3 Hours	9 Hours
4816	306	28	24	Free		
4822	306	28	60	.05	.15	.45
"	"		18	Free		
4827	306	31	0	N.A.		
4828	306	9	0	"		
4831	306	42	0	"		
4832	306	12	0	"		
4837	306	4	0	"		
Total	306	154	102			
4833	309	5	8	Free		
4834	309	24	0	N.A.		
4835	309	17	10	Free		
4836	309	15	0	N.A.		
4844	309	14	0	"		
Total	309	75	18			
4805	319	6	0	N.A.		
4806	319	7	0	"		
4807	319	5	0	"		
4817	319	24	0	"		

GENERAL SUMMARY OF THE PARKING INVENTORY

CITY AND STATE COLLINSVILLE, ILLINOIS

90

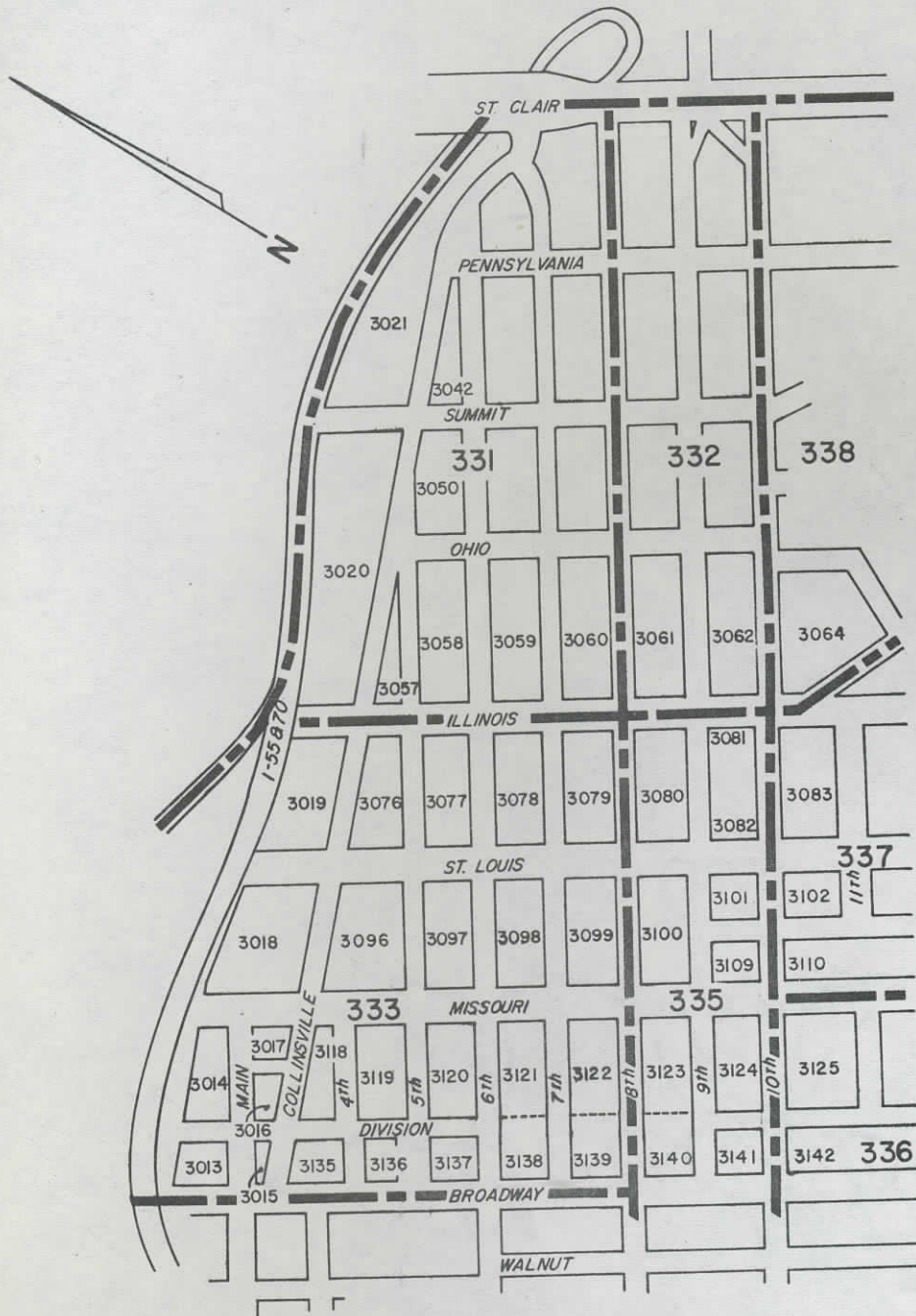


FIGURE NO. 12
E. ST. LOUIS C.B.D.

NOTE : NO SCALE

EAST- WEST GATEWAY
SEPTEMBER 1968

LEGEND

1234	BLOCK NUMBER
152	ZONE NUMBER
---	ZONE BOUNDARY
NAME	STREET

TABLE 18

DETAILED SUMMARY OF THE PARKING INVENTORY

AREA NO. 12 EAST ST. LOUIS CBDCITY AND STATE EAST ST. LOUIS, ILLINOIS

Block Number	Zone Number	Metered On-Street Spaces	Off-Street Spaces						Cost for Off-Street		
			City-Owned	Comm.	Emp.	Cust.	Res.	Priv.			
									1 Hour	3 Hours	9 Hours
3020	331	20	34	0	0	22	0	0	Free		
3021	331	0	0	0	10	29	0	0	"		
3042	331	0	0	0	0	8	15	0	"		
3050	331	0	0	0	4	10	0	0	"		
3057	331	20	10	0	0	21	0	0	"		
3058	331	0	0	0	0	72	0	32	"		
3059	331	0	0	0	0	106	0	29	"		
3060	331	0	6	0	23	0	0	3	"		
Total	331	40	50	0	37	268	15	64			
3061	332	0	0	0	5	10	0	0	Free		
3062	332	0	0	0	5	180	0	5	"		
Total	332	0	0	0	10	190	0	5			
3013	333	30	172	0	0	0	0	0	.25	.25	.25
3014	333	0	166	0	0	0	0	0	.25	.25	.25
3015	333	7	0	0	7	0	0	0	Free		
3016	333	34	0	0	21	10	0	0	"		
3017	333	0	0	0	18	8	0	0	"		
3018	333	15	156	0	10	246	0	0	"		
3019	333	11	144						.25	.25	.25

TABLE 18 (CONTINUED)

DETAILED SUMMARY OF THE PARKING INVENTORY

AREA NO. 12 EAST ST. LOUIS CBD

CITY AND STATE EAST ST. LOUIS, ILLINOIS

Block Number	Zone Number	Metered On-Street Spaces	Off-Street Spaces						Cost for Off-Street		
			City-Owned	Comm.	Emp.	Cust.	Res.	Priv.	1 Hour	3 Hours	9 Hours
3019	333		--	0	5	14	0	0	Free		
3076	333	36		67					.25	.25	.25
"	"		0	--	0	13	11	37	Free		
3077	333	30	0	0	0	0	81	23	"		
3078	333	27	0	0	0	18	0	100	"		
3079	333	0	0	0	17	83	0	0	"		
3096	333	26	105						.25	.25	.25
"	"		--	0	31	64	0	32	Free		
3097	333	19	0	0	24	56	0	15	"		
3098	333	23	0	0	0	26	0	20	"		
3099	333	8	0	0	12	55	0	25	"		
3118	333	16	60						.25	.25	.25
"	"		--	0	0	46	0	0	Free		
3119	333	33	275						.25	.25	.25
"	"		--	0	36	0	0	0	Free		
3120	333	28	0	0	13	3	0	0	"		
3121- 3138	333	0	0	0	48	288	0	0	"		
3122- 3139	333	23			37	408			.25	.25	.25
"	"		0	0	--	--	0	65	Free		
3135	333	14	41						.25	.25	.25
"	"		--	0	0	15	0	0	Free		

TABLE 18 (CONTINUED)

DETAILED SUMMARY OF THE PARKING INVENTORY

AREA NO. 12 EAST ST. LOUIS CBD

CITY AND STATE EAST ST. LOUIS, ILLINOIS

Block Number	Zone Number	Metered On-Street Spaces	Off-Street Spaces						Cost for Off-Street		
			City-Owned	Comm.	Emp.	Cust.	Res.	Priv.	1 Hour	3 Hours	9 Hours
3136	333	20	0	0	0	15	0	0	Free		
3137	333	9	0	0	0	0	0	29	"		
Total	333	409	1119	67	279	1487	34	323			
3080	335	0	0	0	56	97	0	0	Free		
3081	335	0	0	0	0	251	0	0	"		
3082	335	0	0	0	0	20	0	0	"		
3100	335	5		38					.25	.25	.25
"	"		0	--	0	86	0	0	Free		
3101	335	0	20	0	10	0	0	0	"		
3109	335	0	0	0	26	27	0	0	"		
3123-3140	335	13	0	0	0	0	0	0	N.A.		
3124	335	0	0	0	30	0	0	0	Free		
3141	335	0	0	0	0	0	0	0	N.A.		
Total	335	18	20	38	122	445	0	0			
3125	336	0	0	0	38	0	0	0	Free		
Total	336	0	0	0	38	0	0	0			
3083	337	0	0	0	51	112	0	0	Free		
3102	337	0	0	0	0	21	0	0	"		

DETAILED SUMMARY OF THE PARKING INVENTORY

CITY AND STATE EAST ST. LOUIS, ILLINOIS

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EAST - WEST GATEWAY
SEPTEMBER 1968

NOTE: NO SCALE

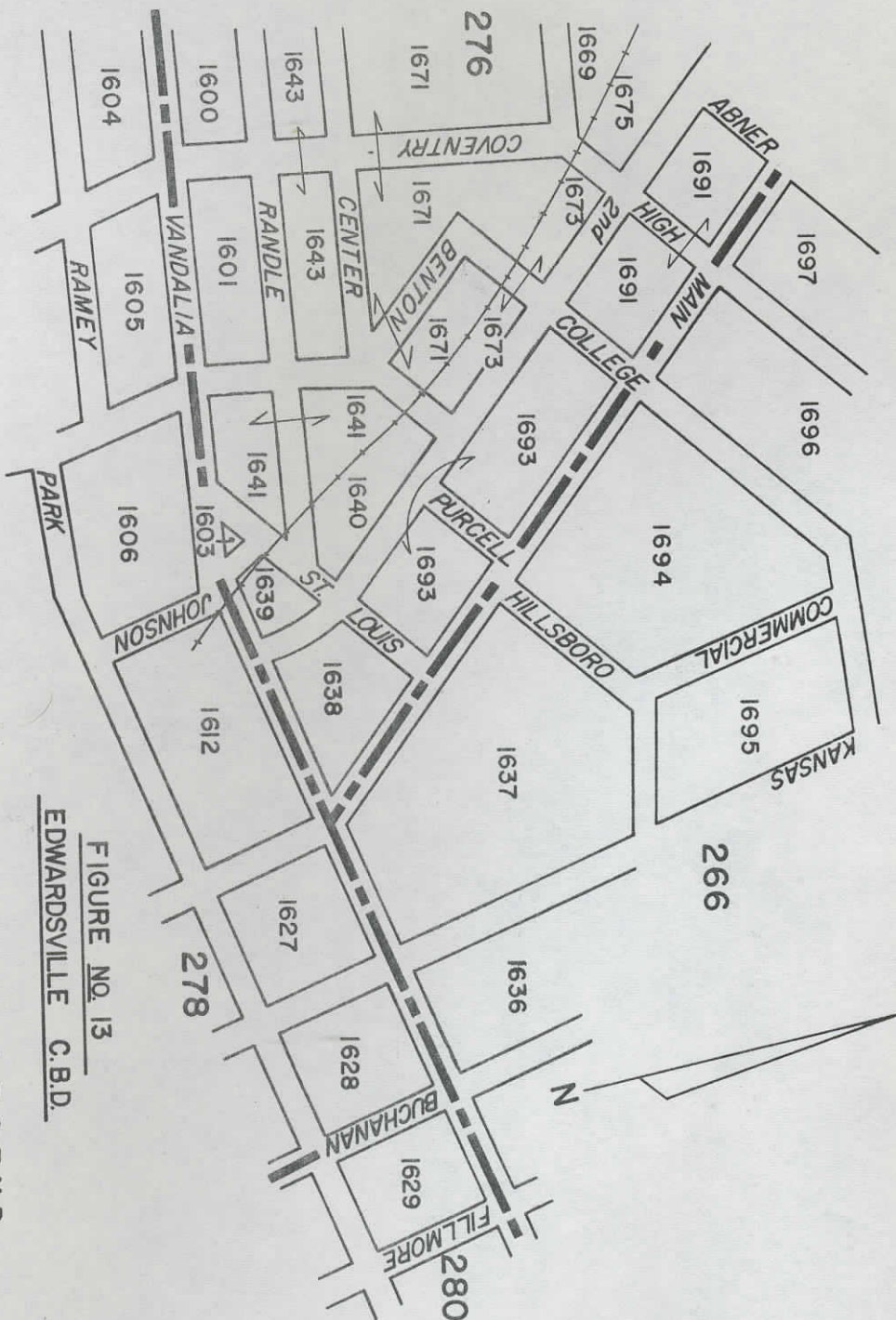


FIGURE NO. 13
EDWARDSVILLE C.B.D.

LEGEND

1234	BLOCK NUMBER
152	ZONE NUMBER
---	ZONE BOUNDARY
NAME	STREET

TABLE 19

GENERAL SUMMARY OF THE PARKING INVENTORY

AREA NO. 13 EDWARDSVILLE CBDCITY AND STATE EDWARDSVILLE, ILLINOIS

Block Number	Zone Number	Metered On-Street Spaces	Available Off-Street Spaces	Cost for Off-Street		
				1 Hour	3 Hours	9 Hours
1636	266	3	30	Free		
1637	266	24	58	"		
1694	266	27	27	.05	.15	.45
"	"		10	Free		
1695	266	3	0	N.A.		
1696	266	4	0	"		
1697	266	0	59	Free		
Total	266	61	184			
1600	276	0	0	N.A.		
1601	276	0	0	"		
1603	276	0	0	"		
1638	276	37	2	Free		
1639	276	16	42	"		
1640	276	20	15	"		
1641	276	0	8	"		
1671	276	0	25	"		
1673	276	1	22	"		
1675	276	0	0	N.A.		
1691	276	11	15	Free		
1693	276	60	53	"		

GENERAL SUMMARY OF THE PARKING INVENTORY

CITY AND STATE EDWARDSVILLE, ILLINOIS

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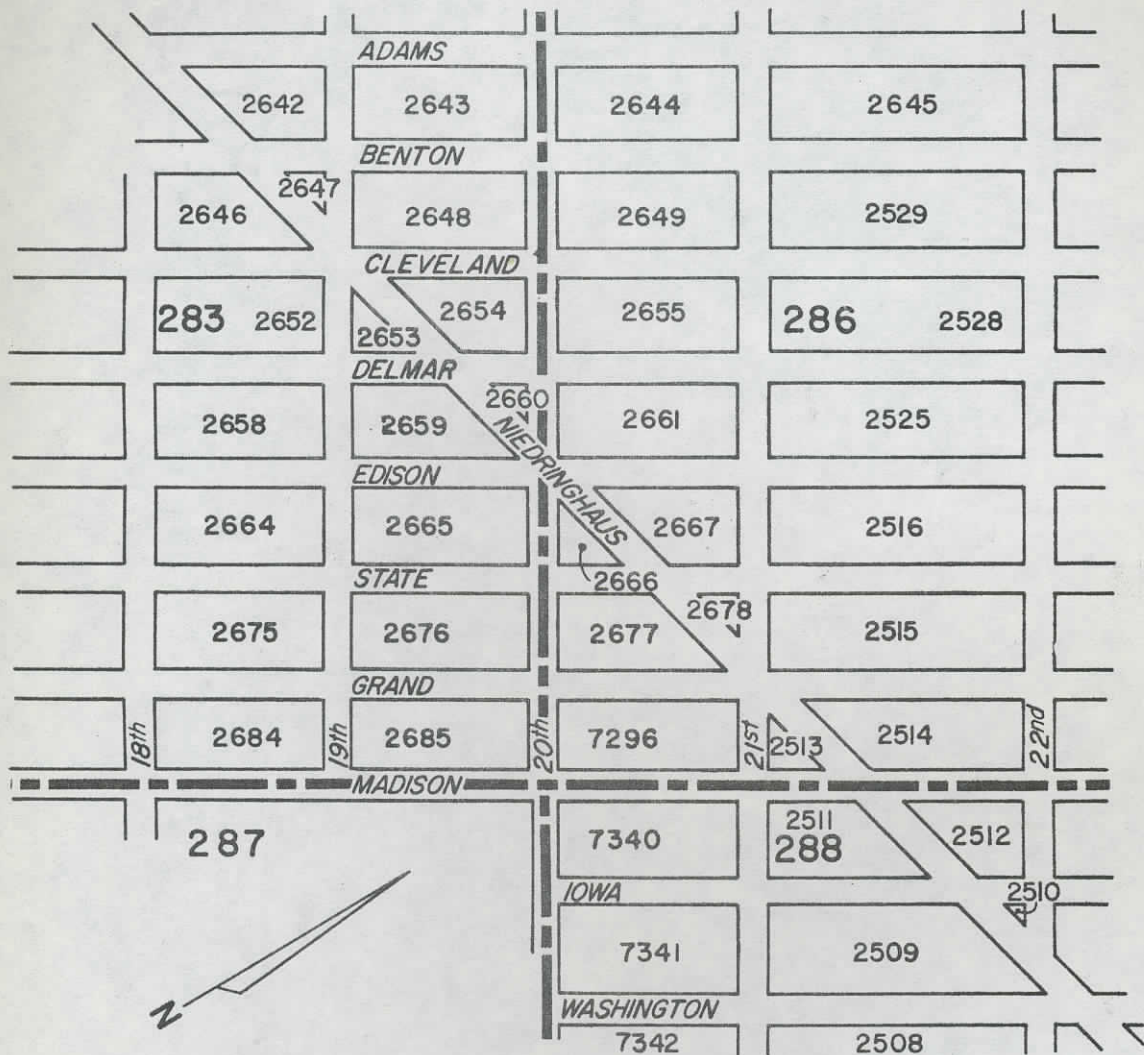


FIGURE NO. 14
GRANITE CITY C.B.D.

NOTE: NO SCALE

EAST-WEST GATEWAY
SEPTEMBER 1968

LEGEND

1234	BLOCK NUMBER
152	ZONE NUMBER
---	ZONE BOUNDARY
NAME	STREET

TABLE 20
GENERAL SUMMARY OF THE PARKING INVENTORY

AREA NO. 14 GRANITE CITY CBD
CITY AND STATE GRANITE CITY, ILLINOIS

Block Number	Zone Number	Metered On-Street Spaces	Available Off-Street Spaces	Cost for Off-Street		
				1 Hour	3 Hours	9 Hours
2642	283	0	10	Free		
2643	283	0	50	"		
2646	283	2	25	"		
2647	283	4	10	"		
2648	283	12	15	"		
2652	283	32	95	"		
2653	283	26	0	N.A.		
2654	283	37	15	Free		
2658	283	45	40	.05	.15	.45
"	"		12	\$12.00/Month		
"	"		44	Free		
2659	283	42	0	N.A.		
2660	283	23	0	"		
2664	283	45	94	Free		
2665	283	43	38	"		
2675	283	35	20	"		
2676	283	35	15	.50	.50	.50
"	"		9	Free		
2684	283	4	46	"		
2685	283	5	41	"		
Total	283	390	579			

TABLE 20 (CONTINUED)
GENERAL SUMMARY OF THE PARKING INVENTORY

AREA NO. 14 GRANITE CITY CBD

CITY AND STATE GRANITE CITY, ILLINOIS

Block Number	Zone Number	Metered On-Street Spaces	Available Off-Street Spaces	Cost for Off-Street		
				1 Hour	3 Hours	9 Hours
2513	286	19	0	N.A.		
2514	286	0	0	"		
2515	286	11	15	Free		
2516	286	17	0	N.A.		
2525	286	6	4	Free		
2528	286	0	0	N.A.		
2529	286	0	0	"		
2644	286	0	0	"		
2645	286	0	0	"		
2649	286	0	100	Free		
2655	286	13	10	"		
2661	286	18	42	"		
2666	286	15	0	N.A.		
2667	286	39	0	"		
2677	286	22	0	"		
2678	286	12	0	"		
7296	286	6	0	"		
Total	286	178	171			
2509	288	4	60	Free		
2510	288	0	0	N.A.		

AREA NO. 14 GRANITE CITY CBD

CITY AND STATE GRANITE CITY, ILLINOIS

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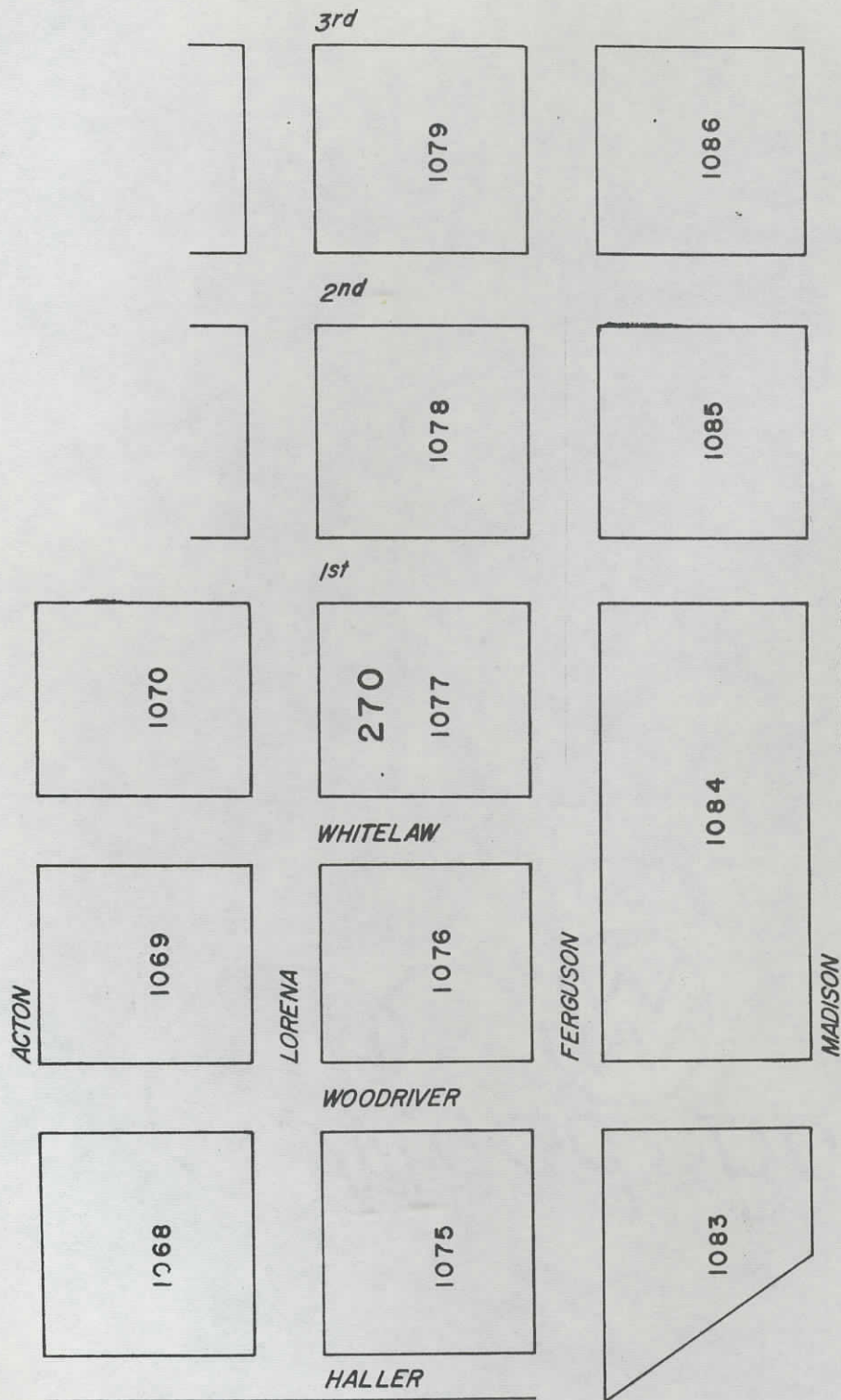


FIGURE NO. 15

WOODRIVER C.B.D.



NOTE: NO SCALE

EAST - WEST GATEWAY
SEPTEMBER 1968

LEGEND

1234	BLOCK NUMBER
152	ZONE NUMBER
---	ZONE BOUNDARY
NAME	STREET

TABLE 21

GENERAL SUMMARY OF THE PARKING INVENTORY

AREA NO. 15 WOOD RIVER CBD

CITY AND STATE WOOD RIVER, ILLINOIS

Block Number	Zone Number	Metered * On-Street Spaces	Available Off-Street Spaces	Cost for Off-Street		
				1 Hour	3 Hours	9 Hours
1068	270		6	Free		
1069	270		3	"		
1070	270		15	"		
1075	270		12	"		
1076	270		13	"		
1077	270		5	"		
1078	270		10	"		
1079	270		5	"		
1083	270		26	"		
1084	270		15	"		
1085	270		10	"		
1086	270		10	"		
Total	270		130	"		
TOTAL	CBD		130			
*No Metered On-Street Parking Within the CBD.						

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